

MASON'S
DELICIOUS
O.K.
SAUCE.

Hongkong Daily Press.

ESTABLISHED 1857.

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TO
INSURE YOUR EYES
AGAINST
THE GLARE
YOU SHOULD WEAR
CROOKE'S GLASSES
N. LAZARUS,
HONGKONG'S ONLY EUROPEAN
OPTICIAN.

No. 20,513 號三十壹百五零萬二第 日五廿月式年子甲 HONGKONG, SATURDAY, MARCH 26th, 1924 六拜禮 號九廿月三年三十國民華中 PRICE, \$3 PER MONTH

INTIMATIONS

POTASUL.

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TIME-TABLE

WEEK DAYS.			
7.30 a.m.	7.10 a.m.		
7.50 " to 8.30 "	" "	every 15 minutes	} Stopping
8.50 " " 10 "	" "	" 10 "	} " "
	8.37 "	" "	Non Stop
	8.47 "	" "	Stopping
	8.54 "	" "	Non Stop
	9.04 "	" "	Stopping
	9.11 "	" "	Non Stop
	9.20 "	" "	Stopping
9.30 a.m. to 11.00 "	" "	every 10 minutes	} Stopping
11.30 " " 12.30 p.m.	" " 15 "	" "	} " "
	12.40 "	" "	Non Stop
	12.47 "	" "	Stopping
	12.57 "	" "	Non Stop
	1.04 "	" "	Stopping
	1.13 "	" "	Non Stop
	1.30 "	" "	Stopping
1.30 p.m. to 4.00 "	" "	every 10 minutes	} Stopping
4.00 " to 4.30 "	" " 15 "	" "	} " "
4.50 " to 5.30 "	" " 19 "	" "	} " "
	5.40 "	" "	Non Stop
	5.47 "	" "	Stopping
	5.57 "	" "	Non Stop
	6.04 "	" "	Stopping
	7.13 "	" "	Non Stop
	7.50 "	" "	Stopping
	7.50 "	" "	Non Stop
	7.57 "	" "	Stopping
	7.47 "	" "	Non Stop
	7.54 "	" "	Stopping
	8.03 "	" "	Non Stop
	8.10 "	" "	Stopping

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ON ALL MACHINES YOU ORDER.
We can supply Bearings for all kinds of Machines.
POWER SAVING. NO HOT BEARINGS.
SELF ALIGNING REQUIRE LESS ATTENTION.

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The National Radio Engineering Company of Atlanta, Georgia, covering an investigation made by them in the interest of Railway Electrical Engineers, report that—

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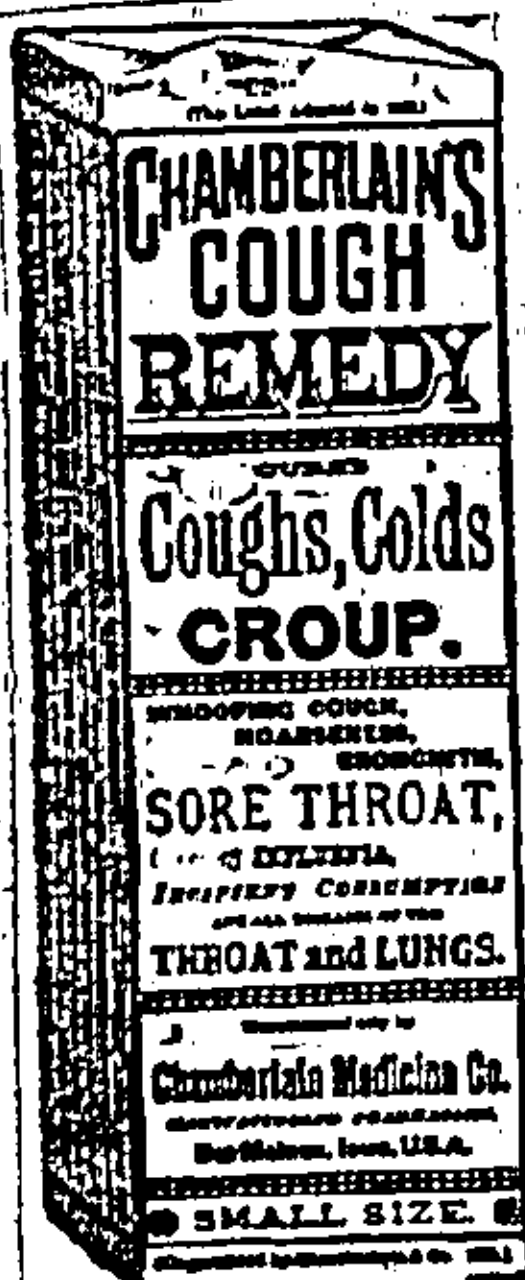
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Cures Coughs, Colds,
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Sold Everywhere.

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SPORT.

YESTERDAY'S TENNIS.

Yesterday was a very busy day on the Courts, no fewer than nine matches being played. In the Handicap Singles "A" R. E. Worthington by defeating W. B. Cornaby entered the semi-final.

Yesterday's results:—

OPEN SINGLES.—H. D. Ramjahn beat A. A. Ramjahn, 6-1, 6-1, 6-2.
OPEN DOUBLES.—S. A. and A. H. Ramjahn beat N. Trambitsky and H. Krebs, 6-3, 6-0, 7-9, 6-0; Ho Wei Hing and Ho Ka Lau beat H. Owen Hughes and G. R. More, 6-6, 6-7, 8-6, 6-2.

HANDICAP DOUBLES.—A. B. Raworth and M. M. Moss (—3/6) beat D. Burdigham and C. G. Perdue (+1/6), 8-6, 6-3; F. A. Redmond and M. H. Roffey (—2/0) beat G. W. Sewell and C. Blaker (—1/0), 2-6, 8-6, 6-3.

HANDICAP SINGLES "A".—R. M. Henderson (+3/6) beat D. J. Allfree (+2/0), 6-1, 8-6; R. E. Worthington (—1/3) beat W. B. Cornaby (+3/8) 9-7, 8-6; W. L. Thomas (+1/5) beat A. Leach (+1/5), 6-0, 6-1.

HANDICAP SINGLES "B".—G. D. Jellings (+2/6) beat C. T. Fowle (+3/6), 8-6, 6-3.
CITY CHAMPIONSHIP.—A. D. Humphreys walk over from C. R. Baron.

STAND COURT MATCHES FOR NEXT WEEK.
The following Open Doubles matches have been arranged to be played off on the stand court next week:—

Monday.—Lo and Lo v. H. D. and O. Ramjahn.

Tuesday.—S. H. and S. D. Ismail v. S. E. Green and T. Lay.

Friday.—N. Sze Kwong and C. Choa v. winner of Worthington and Redmond.

Hattersley Smith and Williams.

The following Open Singles match will be played off on Wednesday:—

Ng Sze Kwong v. T. Honda.

OPEN BILLIARDS CHAMPIONSHIP OF THE COLONY.

C. EARNSHAW BEATS BALCHIN.

The contest for the Open Billiards Championship of the Colony was advanced a stage further last night when C. Earnshaw defeated Capt. H. C. Balchin by 201 points in a game of 800 up. The highest breaks were: C. Earnshaw: 31, 22, 21, 36, 31 (unfinished); H. C. Balchin: 22, 21, 21.

THE CORONET THEATRE.

Cinema pictures take the beholder into many strange places, but into none more pleasing than the great open space where men ride free and love is for the brave. One realises this to the full when one sees "Blinky," this evening's big Coronet Theatre feature film, for the story is unfolded in the wilds of the Mexican border, where adventure reigns supreme, now that the liquor smuggler has made it his special field. "Blinky" is the nickname given to a young tenderfoot, son of a father who is known in his cavalry days as "Raw Meat" and of a mother who has brought him up to be a nice boy. When first he comes into the wild, Blinky has a rough spell, his terrible horn-rimmed spectacles and his propensity for getting into disgrace making him the butt of his rougher companions. However just when his darkest hour has come, after a luckless encounter with liquor smugglers who have robbed him of his gun and his precious spectacles, Blinky gets his great chance, and turning his ridiculed boy scout lore to good account, rescues the major's daughter from the outlaws who have carried her off into the hills. This great exploit Blinky could never have performed had he not been desperately in love with the girl—always himself—and it is this side of the picture which gives it a very welcome element of rugged romance, rounding off the excellent fun which his comical mishaps constantly provide. America's most engaging young cowboy, Hoot Gibson, plays the leading part.

THE "FINANCIAL NEWS."

SIR L. WORTHINGTON-EVANS AS EDITOR.

The directors of the Financial News have arranged with Sir Laming Worthington-Evans, Bt., M.P., to become editor-in-chief of the Financial News. Sir Laming will be assisted by the joint editors and the present staff, and will act in a consultative capacity and be responsible for the general policy of the paper.

HONGKONG SHARE MARKET CLOSING QUOTATIONS

MARCH 28th, 1924.	
Hongkong and Shanghai Banks	\$1,160 b.
Union Insurance	\$245 s.
Hongkong Fire Insurance	\$530 b. x.d.
Douglas Steamships	\$59 b.
H.K. & M. Steamboats	\$39 s.
"Star" Ferries	\$37 b.
China Sugars	\$287 s.
Langkats (Combined)	\$130 n.
Kowloon Wharves	\$169 s.
Whampoa Docks	\$163 s.
Shanghai Docks	\$133 b.
Hongkong Land	\$120 s.
Hongkong Hotels	\$334 b.
Campania	\$254 b. & s.
Dairy Farms	\$254 b. & s.
Waterboats	\$154 b.
Watsons	\$42 b.
Hongkong Trams	\$293 b.
b.—buyers; s.—sellers; n.—sales.	

Money may be the root of all evil, but it is a wonderful stimulus and the root also of most other things.—Sir J. J. Thomson.

The millionaire is not the champion, but the chief enemy of property: he is the man who makes it certain that most of the shopkeepers shall have no shops.—Mr. G. K. Chesterton.

PASCALL'S SWEETS

AND
EASTER
EGGS.

A
Large
Assortment
Just
Landed.

BLUE BIRD CAFE

CHINA BUILDING.

C. E. WARREN CO., LTD.

SANITARY ENGINEERS
MONUMENTALISTS, &c.

OFFICES & SHOWROOM, Wanchai Road, GODOWNS.
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Soil Vent and Rain Water Pipes. Floor and Wall Tiles. Baths, Basins. Bath Fittings. Waterheaters for Gas, Oil or Coal Fuel. Also a Few Chip Heaters.

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ESTIMATES FREE FOR ALL SANITARY INSTALLATIONS, HOT WATER SYSTEMS, &c.

GENERAL REPAIRS PROMPTLY ATTENDED TO.

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JUST RECEIVED: A SHIPMENT OF ITALIAN MARBLE FLOOR TILES.
Prices on Application.

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Letters are lying at this Office for Borneo—YI.

FOUND at the PEAK A CHOW PUPPY, 6 Weeks Old. Apply—S.P.C.A., 267, Peak; Tel. No. 80. (12)

TO LET—One Well-Lighted OFFICE ROOM on Top Floor, 6, QUEEN'S ROAD CENTRAL. Apply—GARDY, PRICE & Co., Ltd. (18)



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WHY NOT GIVE OUR DRY-CLEANING SERVICE A TRIAL FIRST?

YOU WILL THEN BE ABLE TO PUT YOUR WINTER CLOTHES AWAY CLEAN, AND KEEP THE MOths AWAY. IT WILL SAVE YOU MANY DOLLARS WHEN NEXT WINTER ARRIVES.

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KOWLOON DEPOT: 19, Canton Road.
CANTON: 18, Shark Central East.
KOWLOON HOTEL DEPOT.

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Successor to Nikko

Artistic Gold, Silver, Bronze, Damascene, & Lacquer Wares, Catsuma Porcelain, China Teas, Services, Embroideries, Silk Lampshades, etc.

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ALL KINDS OF LADIES' FANCY GOODS

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SEA-GRASS and RATTAN FURNITURE

that will give you the Utmost SATISFACTION in every point of EXCELLENCE is

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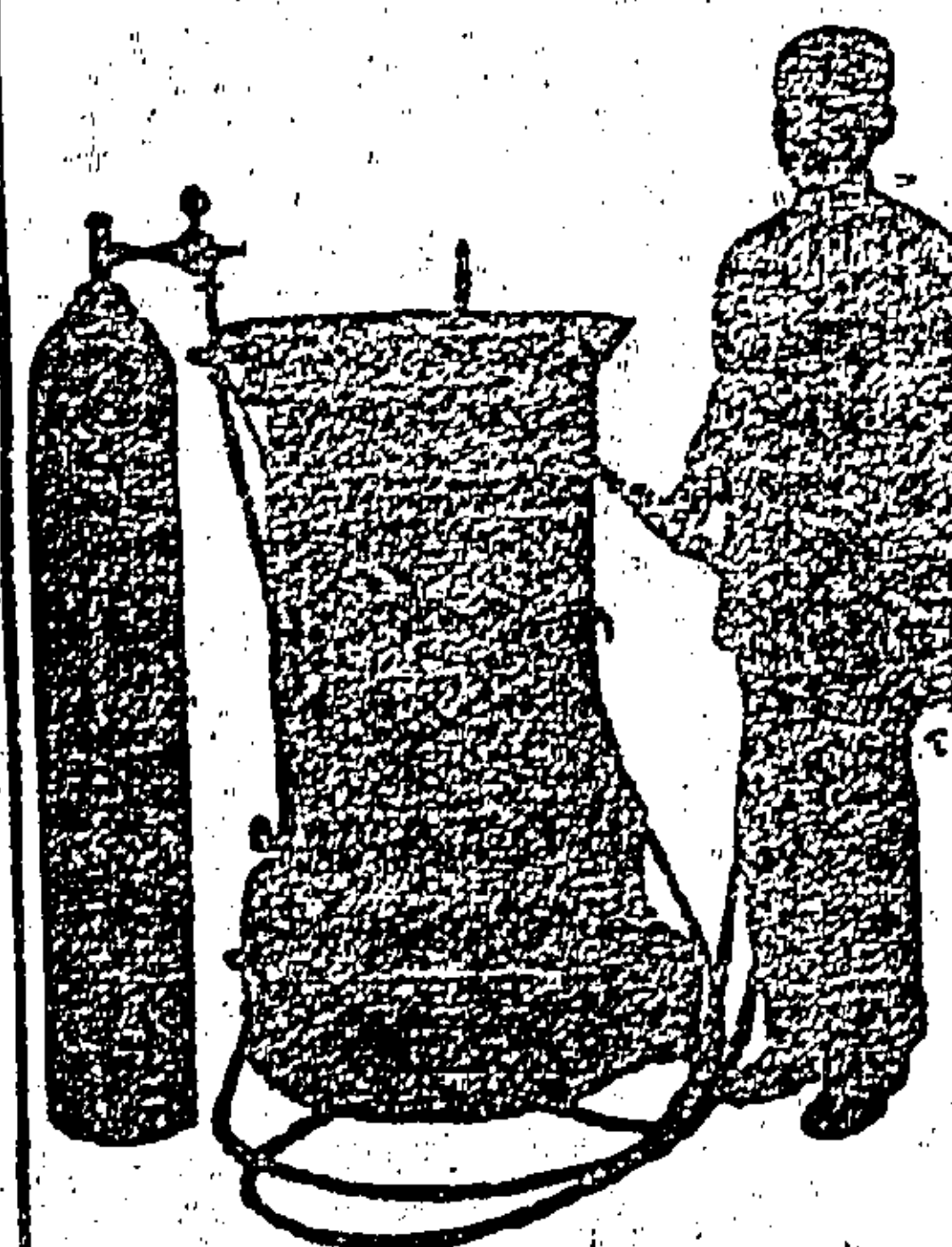
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DEALERS and MANUFACTURERS of Oxygen, Acetylene, Carbonic Acid, Ammoniac, Anhydrous sulphurous gases, Carbide of Calcium, Motor Cycle acetylene tanks, and all necessary equipment for low and high pressure autogenous welding.

Autogenous welding of all metal by Oxy-Acetylenic and Electric processes.

Boiler Repairs a speciality.

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Prompt refilling at moderate prices of all kinds of Motor Cycle acetylene tanks.

Spring and Summer Wear.



Our Tailoring department is now equipped with the latest materials for Spring and Summer Wear.

Included in the assortment are the famous "Palm Beach" Cloth, all Wool "Triton" Suits, Silk and Wool Suits, Gilesters, Serge and Flannels.

Call and see our selection before deciding on your Summer Outfit.

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ARE NOW FITTING UP THE MACHINES FOR PRINTING PURPOSES IN THIS COLONY.

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GREEN ISLAND CEMENT CO., LTD.

Best Portland Cement

SHEWAN, TOMES & CO.

GENERAL MANAGERS,
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CORRECT

In Style, Fit and Quality,

THE FLORSHEIM SHOE

Reasonably Priced at

THE WING ON CO., LTD.

The Home of Value.

LATEST MODEL

LADIES'

SPRING HATS

Are Smarter Than Ever.

PRICES REASONABLE.

Large Range of New Flowers.

YEE SANG FAT CO.

ASSOCIATION OF EXPORTERS AND DEALERS OF HONGKONG

ANNUAL MEETING.

The annual meeting of the Association of Exporters and Dealers of Hongkong was held at the offices of the Hongkong General Chamber of Commerce yesterday afternoon. The chair was taken by Mr. John Robertson, who was supported by Messrs. A. W. Van Andell, Vice-Chairman, O. Eager, J. M. Alves, S. M. Churn, Fung Kung On, and the acting Secretary of the Association (Mr. M. F. Key).

The firms represented were—Messrs. J. M. Alves & Co. (Mr. J. M. Alves), Arnold & Co. Ltd. (Mr. B. Monteith Webb), Dodwell & Co. Ltd. (Mr. E. Syme Thompson), Fung Tang (Mr. Fung Kung On), W. H. Grace & Co. (Mr. E. H. Nilson), Gibb, Livingston & Co. Ltd. (Mr. P. E. Egger), Gilman & Co. Ltd. (Mr. B. O. Baker), Gerin Drevard & Co. (Mr. C. E. Rossetti), W. A. Hannibal & Co. (Mr. John Robertson), Holland China Trading Co. (Mr. A. W. Van Andell), W. C. Humphreys & Co. (Mr. E. Humphreys), Jarline, Matheson & Co. Ltd. (Mr. O. Eager), W. R. Loxley & Co. (Mr. W. L. Pattenden), Lepack & Co. Ltd. (Mr. M. Baptista), Maxim & Co. (Mr. J. Ribeiro), A. B. Moulder & Co. Ltd. (Mr. Wong Oi Kut), J. M. da Rocha & Co. (Mr. J. M. da Rocha), David Sussman & Co. Ltd. (Mr. R. E. Green-Smith), Thorson & Co. (Mr. S. Berg), Union Trading Co. Ltd. (Messrs. S. M. Churn and F. Remedios), Harry Wicking & Co. (Messrs. H. Owen Hughes and S. Pinn).

The CHAIRMAN said: Although, as stated by my predecessor in the chair, at the last annual meeting, the year 1923 opened with a distinctly improved demand, both from Europe and America, for South China produce, the promise of better things was scarcely maintained, owing partly to unsettled conditions on the Continent of Europe, and still more to civil disorder in the Canton Delta, which has resulted in supplies of the principal articles of export being both high in price and scarce in quantity. We are rightly concerned here in Hongkong at the prevalence of piracy, but I doubt if we all realise how serious and menacing is the interference by brigands with the trading operations of native craft throughout the whole Canton Delta. Downright piracy and the levy of blackmail in the form of "conduct-money" together constitute the gravest handicap to the trade in which we are engaged and I should like to endorse the remarks of the Chairman of the Chamber of Commerce, the other day, on the subject of the urgent necessity for a considerable increase in Naval Patrols, as the most effective method of protecting commerce and ensuring something like normality in the passage of cargo.

Coming to matters more strictly within the purview of this Association, I may say that, as regards the Rice trade, the period under review has been rather disappointing. The demand from our principal outlets—the United States of America, South America and the West Indies—has been, on the whole, extremely poor, with the result that only a hand to mouth business materialized.

American and Cuban buyers are apparently still finding it to their advantage to place the bulk of their orders direct with Saigon, and it is reasonable to assume therefore that they can buy rice for shipment from that port at a much lower price than in Hongkong.

The Chairman of the Chamber of Commerce, commenting on statements that Hongkong's rice trade is being seriously affected by direct shipment from the exporting countries, mentioned that Hongkong imported and exported rather more rice in 1923 than in 1922 or 1921. Nevertheless, as some of our members well know, an important part of the rice trade has been lost to the Colony—I refer to the import of rice from Siam and Saigon and its re-grading and export to other countries. That the total statistics do not indicate the decrease is due, I understand, to the fact that the trade between Hongkong and Canton and neighbourhood has been larger during the year under review.

Local prices for rice were well maintained during the first eight months of the year, but there was a sudden jump of about \$1.00 per picul in September. This advance was to some extent due to the Japanese catastrophe, but the main reason is probably to be found in the active demand from Canton and other nearby markets in consequence of the extensive damage—done to the native crops by typhoons and floods.

At the close of the year the market was still fairly firm as the demand from the neighbouring districts had not been satisfied.

Crop prospects in the exporting countries are good, so that, unless the unforeseen happened, we are assured of ample supplies in 1924.

The report which is in your hands contains further correspondence on subjects to which my predecessor in the chair made reference last year. I very much regret that the Consular charges in respect of goods shipped to Peru have not yet been refunded, although it is now two years since they were erroneously charged to exporters here. You will remember that the Tariff of Consular Fees was suddenly increased without notice, and a refund was claimed in respect of shipments contracted for before a certain date. The Hongkong General Chamber of Commerce, at our request, took up the question with the Colonial Government and diplomatic action followed. The rightfulness of the claim was most politely admitted but, I am sorry to say, gentlemen, that is as far as we have got. If it is your wish, the incoming Committee, I have no doubt, will press the matter once more.

Our request for reasons for adverse Arbitration Awards of the General Produce Brokers' Association in London is another subject which we have pressed at intervals during the last ten years. Towards the end of last year members received a circular setting forth the position to date. You were informed that the utmost concession which it has been possible to extract is that "in almost every case where arbitrators are asked for their reasons they are quite willing to write an informal letter without prejudice stating their reasons."

While not agreeing that this concession adequately meets the reasonable request of China shippers, the Committee notified members and asked them to write in if they experienced any difficulty in obtaining informal statements of reasons. The concession made by the Produce Brokers' Association is obviously of little use to firms having no agents in London. Their case has been represented to the London Chamber of Commerce and we are promised that, if possible, something will be done for them. So far, however, no further communication has been received.

You will note that we have also supported representations by the Hongkong General Chamber of Commerce in favour of a *force majeure* clause in the contract forms of the Produce Brokers' Association in respect of C.I.F. Sales, also urging modification of the constitution of the Association so as to include all sections of trades and not brokers only.

Your Committee was glad to render the Chamber of Commerce assistance in making such enquiries as were possible into an allegation, by the New York Metal Exchange, to the effect that parcels of Chinese tin were showing on analysis, a lower tin content than usual. Unfortunately, the New York Metal Exchange never responded to the request that they should send us samples of the shipments complained of, in order that proper investigation might be made at this end. I associate myself completely with the comments of the Chairman of the Chamber last Monday on this subject.

Special consideration has been given during the year to making the information furnished to the Chamber of Commerce for publication in its "Market Report" more useful. Instead of supplying a quotation given by one firm only in regard to each item, we now collect quotations from a considerable number of firms and are thus able to arrive at figures which more fully represent the prevailing prices. This method entails a good deal more work for the Secretariat, but the results, I think you will agree, justify the extra trouble.

In view of the great importance to trade interests of the British Empire Exhibition, your Committee decided to provide an Exhibit of South China Produce for display in the Hongkong Section. British members of the Association combined in the production of a handbook to accompany this exhibit. There is every reason to believe that the trade of the Colony as a whole will share in the benefits to trade which must accrue from an enterprise of such magnitude as the forthcoming Exhibition at Wembley.

It is unnecessary, I think, for me to comment here upon other matters which have been considered by the Committee during the past year, but I would like, on their behalf, to record our sincere appreciation of the support and assistance we have received from the Secretariat during that period. In this connection I would refer particularly to the impending departure on leave of Mr. D. K. Blair, who since its inception, has worked and assisted to build up this Association with that characteristic loyalty and energy which has won for him the esteem and admiration of commercial as well as social circles. Committee, past and present, together with all Members of this Association, learned with the deepest regret of his breakdown in health, and will, I am sure, join with me in expressing our profound appreciation of his services and in wishing him a complete and speedy return to health.

Your Committee has appointed Mr. Key to net during Mr. Blair's absence. Mr. Key has already proved most useful to us and we are sure he will carry on the work to your entire satisfaction.

The accounts, I think, call for no special comment. I now beg to propose that the Report and Accounts as printed be adopted and, after the motion, has been seconded, I shall be glad to answer, to the best of my ability, any questions which members may desire to ask.

Mr. J. M. da Rocha, in seconding the adoption of the report and accounts, said: Mr. Chairman and Gentlemen, I beg to second the adoption of Report and Accounts and in doing so I should like to congratulate the Committee of the Association on a useful year of work and to express on behalf of the general body of members our appreciation of their services.

which, while not enriching them, leaves us poor indeed. As an explanation of the increase shown by Government statistics I suggest the increased importation of rice from Saigon, Rangoon and Bangkok was due to the severe damage done to the crops by typhoons and floods; also to the decreased acreage of rice plantation in South China directly caused by political troubles, and the consequent diversion of part of the volume of our export business in that direction.

I notice in the Report that the Committee took the view that the packing of cassia oil exported from Hongkong is inadequate, provided there is reasonably careful handling *en route*. My own experience is that cassia frequently arrives in New York in poor shape and while I was there I made a suggestion to importers as to the advisability of using iron drums, with the result that considerable business has been done with much satisfaction to all concerned. I hope these observations will be helpful to exporters generally, and I would like to add some comments on divergent methods of assay. The Government Analyst in Hongkong draws samples from all the tins, drums, or containers and from the collective samples he tests the oil for percentage of cinna-mic aldehyde. In New York, however, a sample from each container is separately analysed; naturally, the results do not agree and claims are lodged with shippers. Furthermore, the Hongkong method involves heating the oil for four hours, whereas the method followed in New York does not occupy more than 15 minutes. It is for the experts to say which method is the better, but one would like to see standardisation of analysis throughout the world.

I note a reference in the Report, also, to the arbitrary imposition of a retrospective ten per cent. tax on firecrackers by the authorities in Canton. This threatened a dislocation of the trade and a complete stoppage of deliveries by the manufacturers and a consequent default on the part of the exporters, but I am glad to say that the burden of the levy was ultimately divided, by agreement, between the manufacturers, the Chinese dealers, the exporting houses and the foreign buyers.

I am sure all members of the Association heartily endorse what you have said, Mr. Chairman, with regard to the very valuable services of Mr. Blair and we join with you in wishing him a speedy recovery of health.

When you are Down and Out,
don't be discouraged, but—

When you have climbed to be
a Successful and remarkable
character, don't forget the

Stock you have sprung from;
and—come to see me,

WESLEY BARRY

in

"RAGS to RICHES"

A Marvelous Production!

A Film Masterpiece!

Portraying the unconquerable
spirit of boyhood, "Freckles"
is seen in the greatest roles of
his Screen Career. The
picture is full of laughter,
thrilling scenes, suspense and
beautiful romance.

Commencing Monday, March 31.

at The **CORONET** of Course.

INTER-SCHOOL SPORTS.

INTERESTING RACING AT HAPPY VALLEY.

The annual inter-school sports were held at Happy Valley yesterday. There was a very large attendance of school children present, estimated at about 1,500. Racing throughout was very close and the spirit of competition between the five competing schools, Diocesan Boys' School, Queen's College, St. Paul's College, St. Stephen's College, and St. Joseph's College, was one of keen friendly rivalry. The Governor's shield, awarded to the school gaining the most points was won by St. Paul's College, the other four being awarded points in the following order: St. Joseph's College, St. Stephen's College, Queen's College and the Diocesan Boys' School. His Excellency the Governor honoured the sports meeting with his presence, and at 4.30 p.m. presented the shield to the winning school amidst great rejoicing on the part of the scholars of St. Paul's. His Excellency commented on the presence this year of St. Joseph's College at the sports, a school which did not compete last year. St. Joseph's College had the proud distinction of winning both the senior and junior team races.

The officials were:—
Starter.—Mr. J. C. Fletcher.
Judges.—Messrs. A. D. Crook, W. Kay, C. Beecher, W. L. Handyside, Rev. E. K. Quick, Rev. Bro. Cassian, Messrs. A. Bower, G. Hughes, and J. E. Warner.
Clerks of the Course.—Messrs. C. E. Thomas and S. S. Leung.
Timekeepers.—Messrs. A. E. Dome, J. Ralston and J. L. MacPherson.
Scorers.—Messrs. P. J. Price and D. Trafford.
Referee.—Mr. R. C. Witchell.
Hon. Secretary.—Mr. E. G. Stewart.

With these remarks, I beg to second the Resolution.
The election of the following as members of the General Committee was proposed by Mr. E. HUMPHREYS, and seconded by Mr. S. BENO, and carried unanimously.—Messrs. J. Robertson (Chairman), B. Monteith Webb (Vice-Chairman), A. W. Van Andell, O. Eager, F. Syme Thompson, A. D. Barretto, J. M. Alves and Fung Kung-On.
This concluded the business before the meeting.

(Continued at foot of next column.)

Wm. POWELL, Ltd. Specialists in Gentlemen's Wear
HONGKONG HOTEL BUILDINGS.

NEW ADVERTISEMENTS

HONGKONG JOCKEY CLUB.

AGGREGATE CUP.

NOTICE IS HEREBY GIVEN that the Value of the AGGREGATE CUP at the Conclusion of the Season is placed at \$1,000 instead of \$500, as stated in the Programme.

By Order,

C. B. BROWN,
Secretary.

HONGKONG ENGINEERING AND CONSTRUCTION CO., LTD.

NOTICE OF MEETING.

NOTICE IS HEREBY GIVEN that the SECOND ORDINARY YEARLY MEETING OF SHAREHOLDERS of the HONGKONG ENGINEERING AND CONSTRUCTION COMPANY, LIMITED, will be held in the Office of Messrs. SHAW, TOMES & CO., 20, Des Voeux Road, CENTRAL, on THURSDAY, the 10th day of APRIL, 1924, at 12:00 Noon, for the purpose of receiving the Report of the Board of Directors and a Statement of Accounts for the Half-year ended on the 31st December, 1923, and of electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 4th to the 10th April, both days inclusive.

By Order of the Board,

S. COURTNEY COOK,
Secretary.

Hongkong, 27th March, 1924.

DOUGLAS STEAMSHIP CO., LTD.

THE ORDINARY GENERAL MEETING of the above Company will be held at the Company's Office, 20, Des Voeux Road, CENTRAL, on SATURDAY, 29th of MARCH, 1924, at 11:00 a.m.

The TRANSFER BOOKS of the Company will be CLOSED from the 15th of March to 29th of March, both days inclusive.

DOUGLAS LAFRAIK & CO.,
General Managers.

Hongkong, 8th March, 1924.

SALE OF R.I.M.S. "HARDINGE" AND "NORTHBROOK."

SEALED TENDERS will be received in India by the Director of the Royal Indian Marine, Bombay, in England by the Secretary of State for India, London, and in the Far East by the Commander, H.M. Dockyard, Hongkong, up to 30th APRIL, 1924, for the purchase of the Royal Indian Marine Troopships "HARDINGE" and "NORTHBROOK" with all stores and fittings thereon on board at that date, lying at their moorings in Bombay Harbour.

PARTICULARS OF R.I.M.S.

"HARDINGE"

About 3,427 tons gross and 3,005 tons net. Built under supervision of Naval Architect and Engineer to Secretary of State for India by Messrs. FAIRFOLD ENGINEERING AND SHIPBUILDING CO., Scotland, in 1909. Twin Screw Triple Expansion Engines by Messrs. FINE & CO., Ltd., Glasgow. 24 Officers' Cabins; 50 1st class Berths; 92 2nd class Berths; Troop Accommodation 1,000 British or 1,500 Indian; Capacity of Hold about 17,286 cubic feet. Height between Decks 8 feet. Dimensions about 125 feet by 34 feet by 11 inches. Vessel was extensively refitted in 1920-1921 and fitted with New Boilers in England in 1923.

PARTICULARS OF R.I.M.S.

"NORTHBROOK"

About 5,047 tons gross and 4,271 tons net. Built at Clydebank, Scotland, in 1906, by Messrs. JOHN BROWN & CO., Ltd., and under supervision of Naval Architect and Engineer to Secretary of State for India. Twin Screw Triple Expansion Engines by Messrs. JOHN BROWN & CO., Ltd. Trial H.P. 7,600; Trial Speed 16 knots; 2 Double-ended and 2 Single-ended Cylindrical Return Tube Boilers; Designed Water Pressure 150 lbs.; Buoyancy Capacity about 170 tons; Fresh Water Ballast about 65 tons; 43 1st class Berths; Troop Accommodation 658 British or 740 Indian; Capacity of Hold (two) about 27,410 cubic feet; Height between Decks 8 feet; Dimensions about 174 feet by 32 feet 6 inches by 11 feet. Vessel was extensively refitted in 1920 and 1921.

The above Vessels were put out of Commission in April, 1923, and at that time were in good Repair and Running Order, having been kept in high state of efficiency to that date. They are suitable for conversion to Passenger and Emigrant Trading.

Each Tender must be accompanied by a Remittance of 10% of the amount of the Tender which will be returned to unsuccessful Tenderers. If the 10% is not with Tender it will not be considered.

The Purchaser or their Representatives must remove the Vessels from the Government's moorings at their own expense and risk within 2 Calendar Months from date of Acceptance of Tender. Pending such removal, vessels will remain at moorings at risk of Purchaser.

The balance of the Purchase Money must be paid by the Successful Tenderer within One Calendar Month from date of Acceptance of Tender and before Vessels are removed from moorings. If balance is not paid and Vessels are not removed by Purchaser or their Representatives within the time specified, the Deposit of 10% accompanying Tender will be forfeited for the benefit of the Crown and Vessels will be Resold.

The Director of the Royal Indian Marine does not bind himself to accept the highest or any Tender. Applications to view the Vessels may be made to the Commander of the Yard, Royal Indian Marine Dockyard, Bombay, and further particulars may be obtained from the Director of the Royal Indian Marine.

EDWARD HEADLAM,

Captain, R.I.M.,

Director of R.I.M. Dockyard, Bombay, March, 1924.

INTIMATIONS

GULA KALUMPONG RUBBER ESTATE, LTD.

NOTICE IS HEREBY GIVEN that the TRANSFER BOOKS of the Company will be CLOSED from MONDAY, the 29th MARCH, 1924, to FRIDAY, the 11th APRIL, 1924, both days inclusive.

By Order,
LOWE, BINGHAM & MATTHEWS,
Colonial Register,
Hongkong, 21st March, 1924.

SUPREME COURT OF THE STATE OF NEW YORK COUNTY OF KINGS.

JEAN MARSH WHEELER, Plaintiff,
vs.
LONNI W. SANGER, Defendant.

To the above-named Defendant:
YOU ARE HEREBY SUMMONED to answer the complaint in this action, and to serve a copy of your answer, or, if the complaint is not served with summons, to serve a notice of appearance, on the Plaintiff's Attorney within twenty days after the service of this summons, exclusive of the day of service. In case of your failure to appear or answer, judgment will be taken against you by default for the relief demanded in the complaint.

Dated, New York, December 21, 1923.
WALTER CARROLL LOW,
Attorney for Plaintiff,
Office and Post Office Address:
333, Fifth Avenue,
Borough of Manhattan, New York City.

To LONNI W. SANGER:

The foregoing summons is served upon you by publication pursuant to an order made by Hon. WILLIAM F. E. HARRIS, a Justice of the Supreme Court of the State of New York, dated the 31st day of January, 1924, and filed with the complaint in the office of the Clerk of said Supreme Court, County of Kings, at the Hall of Records, Borough of Brooklyn, City and State of New York. The object of the action is to procure a judgment that the defendant LONNI W. SANGER has no right of dower in certain real property known as No. 433, Washington Avenue, in the Borough of Brooklyn, City and State of New York, and that she be forever barred from making any claim to dower therein, said property beginning at and lying north of a point on the easterly side of Washington Avenue 253 feet 3 inches northerly from the northerly side of Gates Avenue, having a frontage of 18 feet 6 inches on Washington Avenue and being 120 feet in depth.

Dated: New York, January 30th, 1924.

WALTER CARROLL LOW,
Plaintiff's Attorney.

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FOR SALE.

3,000 H.P. POWER PLANT.

THIS Plant consists of the following, all in Working Order, having just recently been in Full Use:-

- Four "Mould" Gas Producers capable of generating 10,000 cubic feet of Gas per hour of 140 B.T.U. per cubic foot, complete with Washers, Cooling Tower, Scrubbers, Centrifugal Cleaners, Blowers, Motors, Pipes, etc., Coal Elevator and Charging Plant.
- Two "Cockle" Horizontal 4-cylinder Tandem Double Acting Type Gas Engines, 1,000 H.P. each and Two same type 2-cylinder Engines of 500 H.P. each, all the above made by RICHARDSON-VESTAL & CO., England. Engines complete with Air Starting Plant, Electric Ignition, Water Cooling Pumps and Motors, Turning Gear, Motors, etc.
- Two Dynamos by Dick Kerr & Co., England, having an output of 750 K.W. each at 250 volts when driven at 120 revolutions; also Two Similar Dynamos of 375 K.W. each, complete with Switchboards and Instruments, etc.

For further particulars, apply to:-
Messrs. BUTTERFIELD & SWIRE,
Agents,
The TAIKOO DOCKYARD & ENGINEERING CO. OF HONGKONG, LTD.,
Hongkong, 24th March, 1924.

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FOR SALE.

"BANGOUR," 192, Mount KELLER.

Four-roomed Bungalow with Hall, recently reconstructed and Entirely Modernised. Site area: 37,570 sq. ft. Possession 1st April, 1924. For Particulars, apply in writing to A. R. LOWE, Special Manager, REKSS BROTHERS, LTD. (In Liquidation),
Hongkong, 17th March, 1924.

[520]

TO LET.

BRIGHT LARGE OFFICE ROOMS,
8 Strong Room with Patent Bank Door,
Ground Floor, 8, DUNDRELL STREET.
Apply to:-
Mr. WONG KWONG TIN,
26, Des Voeux Road Central.
Telephone 3890.

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TO LET.

FURNISHED HOUSE, in Good Position,
at PEAK, Hot and Cold Baths. From
Middle April to September.
Apply Box No. 469,
c/o Hongkong Daily Press.

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PUBLIC AUCTION.

THE Undersigned have received instructions from the Owners and Underwriters to Sell by Public Auction
on
TUESDAY, the 1st APRIL, 1924,
at Noon
at their Sales Room, DUNDRELL ST.,
HONGKONG.

THE BRITISH RIVER STEAMER

"JIUNG SHAN"

as she now lies in her present condition in the Canton River, beached opposite Larkins Point (Kallet Reach) Blenheim Passage.

Tenders (Cash on Full of Hammer when the Vessel will be at Purchaser's Risk.)
LAMMEKE BROS.,
Auctioneers.

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INTIMATIONS

DIRECTORY AND CHRONICLE FOR

CHINA, JAPAN, ETC.,
1924 EDITION.

THE First 100 Copies of the Hongkong Issue of "THE CHRONICLE AND DIRECTORY" for CHINA, JAPAN, ETC., for 1924, are NOW READY.

It will expedite delivery if those Subscribers who can do so will send for their Copies to the Town Office of "THE HONGKONG DAILY PRESS," 1A, Chater Road (3rd floor) at Any Time after 9 a.m., TO-DAY.

HONGKONG JOCKEY CLUB.

EXTRA RACE MEETING 1924.

MEMBERS' SEASON TICKETS are Now Ready and may be obtained by those Members who have not already received them from Messrs. LINTHAB & DAVIS, Alexandra Buildings.

C. B. BROWN,
Secretary.

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HONGKONG JOCKEY CLUB.

THE FIRST EXTRA RACE MEETING will be held (weather permitting) at HAPPY VALLEY on SATURDAY, 29th MARCH, 1924, commencing at 3 p.m.

The Charge for Admission to the Public Enclosure will be \$1. Soldiers and Sailors in Uniform, Half Price.

Members are advised that they must show their Season Tickets to obtain Admission to the Members' Enclosure.

Each Member has the right of introducing 2 Non-members to the Members' Enclosure. Tickets for whom can be obtained from Messrs. LINTHAB & DAVIS at \$5 each up to FRIDAY, MARCH 29th.

The Stewards invite the Ladies of Hongkong to be present.

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PUBLIC DINNER

TO

SIR WILLIAM REES DAVIES, K.C.

IT is proposed that a DINNER should be given by the FOREIGN COMMUNITY in honour of the Departing CHIEF JUSTICE at the HONGKONG HOTEL, on SATURDAY, 12th APRIL, at 8 p.m.

Gentlemen wishing to be present should notify on or before 5th APRIL, their intention to COLONEL ROBERTSON, Hongkong Club, who will supply all Particulars.

Hongkong, 22nd March, 1924.

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CHINA SUGAR REFINING CO.

THE FORTY-SIXTH ORDINARY ANNUAL MEETING OF THE SHAREHOLDERS of the above Company will be held at the Office of the General Agents, PRINCE STREET, on MONDAY, the 31st MARCH, 1924, at 11:00 a.m., for the purpose of receiving the Report and Statement of Accounts for the Year ending 31st December, 1923.

The TRANSFER BOOKS of the Company will be CLOSED from the 17th to 31st March, 1924, both days inclusive.

JARDINE, MATHESON & CO., LTD.,
General Agents.

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INSTITUTION OF ELECTRICAL ENGINEERS (CHINA CENTRE).

FOLLOWING upon the Organization to the above Centre, Members of any Grade of the Institution, resident in China, who have not received Communications concerning the Centre are requested to communicate with:-

C. S. TAYLOR,
Hon. Secretary,
17, Fookchow Road, SHANGHAI.

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POSITION VACANT.

WANTED by an Old Established British Firm in Outport, Reliable YOUNG MAN (British) with at least Three Years' General Business Experience. One conversant with Accounting, Shipping and/or Insurance preferred. Applicants must apply in own handwriting, stating Previous Experience and enclosing Copies of any Recommendations they have. Good Opening for the Right Man.

Apply to Box No. 545,
c/o Hongkong Daily Press.

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HONGKONG PHILHARMONIC SOCIETY.

GRAND CONCERT

Under the Patronage of H.E. THE GOVERNOR
by the
SOCIETY'S CHORUS AND ORCHESTRA

THEATRE ROYAL.

SATURDAY, 29th MARCH, 1924, at 8.15 P.M.

Booking Opens on 17th MARCH at ANNESTON Music Co.
PRICES:—\$3, \$2, \$1.

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TO-DAY AND SUNDAY.

HOOT GIBSON

HIS LATEST AND BEST

"BLINKY."

COMEDY-SCENIC.

THE CORONET.

INTIMATIONS

WATSON'S

PURE CARBOLIC

SOAPS

Highly recommended by the

Medical Profession.

Guaranteed to contain the

amount of Pure Carbolic

acid specified.

5 per cent.

For Toilet Use

Price—\$1.25 per box 3 Cakes.

10 per cent.

For The Bath

\$2.25 per box of 3 Cakes.

20 per cent.

Medical Bath Soap

85 cts. per Cake.

You will enjoy a most refreshing

and luxurious bath by using

WATSON'S

Household AMMONIA.

A. S. WATSON &

CO., LTD.,

THE HONGKONG DISPENSARY.

ESTABLISHED 1841.

BIRTH.

HUTCHISON.—At Shanghai, on March 22nd, to Mr. and Mrs. D. C. HUTCHISON, a son.

DEATH.

REYMER.—At Hankow, on March 20th, WILLIAM DUNCAN REYMER (Master, M. V. *Al Kewang*, A.P.C.), aged 55 years.

Hongkong Office: 1A, Chater Road.

London Office: 131, Fleet Street, E.C.

The Daily Press.

Hongkong, March 29th, 1924.

CHINA'S INTEREST IN THE

KHALIFATE QUESTION.

SINCE the great rebellions of fifty years ago the outside world has heard little of the Moslems of China, and probably it will be news even to many Europeans residing in Hongkong and the Treaty Ports to learn that, while there are no authentic statistics to guide us, the European authorities on the subject are agreed that the Moslems of China probably more than equal in number their co-religionists of Egypt, Persia or Arabia. Estimates of their numbers have varied greatly. Chinese Moslem officials have placed the figure as high as 70,000,000, but Mr. MARSHALL BROOMHILL, Editorial Secretary of the China Inland Mission, who in 1910 published a book on "Islam in China" submitted questions to over eight hundred persons residing in various parts of China, and from the replies he received, he came to the conclusion that as a rough generalisation the Moslem population of China lies somewhere between the minimum and maximum figures of 5,000,000 and 10,000,000. Despite the general tendency there is to over-estimate numbers, Mr. BROOMHILL confessed that, after careful considerations based on the correspondence he had received in reply to his questionnaire, he leaned rather towards the higher than the lower figure. We may safely say, he adds, that the Moslem population of China is certainly equal

to the entire population of Algeria or Scotland or Ireland; that it is in all probability fully equal to that of Morocco, and possibly, not less than the total population of Egypt or Persia. Authorities on the subject tell us that these millions of Mohammedans scattered throughout China consider themselves as much strangers in the land as do present-day visitors from the West. That the Chinese Government appreciated this fact was evidenced in 1911, when in the composition of the national flag of the newly-established Republic the white strip was inserted to represent the Moslems in China as being one of the "five races" forming the Republic of China. In view of all these facts it will strike the reader as strange that while the Moslem world elsewhere has been in a state of great agitation over the abolition of the Khalifate at Constantinople, the Moslems of China, who were notorious half a century ago for their belligerent activities, remain unexcited, and, for all the world knows, indifferent. The Mohammedans in China live chiefly in colonies, either in separate villages and towns, or in sections of the city, where they follow their own social and religious customs and observances. Where they are scattered or isolated, we are told, they become demoralised, lax in their religious observances, and readily compromise with the ways of their Chinese neighbours. Apparently they have no political organisation, and, possibly, the Khalifate question will not disturb them until agitators from other Islamic countries are sent among them to stir up feeling in the matter, if it exists. It was computed some years ago that some two hundred Moslems annually visit Mecca, while Muslims from Turkey were constantly moving about among the Chinese Moslem communities. Possibly these communications are still maintained though they do not come under public notice. The Chinese Government has always been suspicious of these Turkish activities, and clearly revealed the suspicion a few years before the Great War when the Porte requested Germany to undertake the protection of Turkish subjects in China. Mr. BROOMHILL's view is that "Given able leaders and a fresh infusion of religious fanaticism, it is quite possible that the Chinese Moslems may even yet menace the peace of the country, more especially in the North-West," but at the time he wrote he considered that "the strong hand of China, which has so often somewhat ruthlessly crushed them in the past and thus greatly diminished their numbers, would, if general order be maintained elsewhere, be more than sufficient for such emergency." To-day, in the absence of that "strong hand," the possibility of Islamic trouble in China could not be regarded with so much equanimity. We can only take comfort in the fact that the tranquillity of the Moslem communities in China has not yet been, for all we know, disturbed by the deposition of the Khalifate or the quarrel which is developing in Islamic countries as to the place in which the Khalifate shall be re-established.

The total output of the Kailan Mining Administration's mines for the week ending March 15th amounted to 82,923 tons and the sales to 83,337 tons.

The ghastly ending is reported of the family of Chao Wen-kuang, a former Manchurian officer, who had lost his income and was in desperate circumstances. Last week he prepared a poisonous mixture of 10 boxes of sulphur matches in a bowl of water and compelled his family one after another to drink, finally following them himself.

It is stated that Dr. Sun Yat Sen's forces in the East River districts exceeds 70,000. The commanders of the Hunanese forces have issued a notice to the public saying that they will not commandeer people for military transportation purposes. But press-gangs were at work in Canton a day or two ago, and, perhaps, this notification is a result of public protests.

News has reached the East of the death in New York of Mr. Ellwood S. Brown, who was well known in the Far East in connection with the Y.M.C.A. organisation. He was for some time attached to the Y.M.C.A. in Manila as physical director. Mrs. Brown had just returned from the United States and was on her way to Manila when the news reached her by wireless. Mr. Brown died from heart failure following an operation.

Although the tax on poultry in Canton has been abolished by order of the Generalissimo, the price for these birds keeps on increasing, says the *Canton Gazette*, which tells us that it is due to the high cost of materials for feeding the birds. We can only say that the majority of those that come into the Hongkong markets suggest by their appearance that the "high cost of feeding material" must have proved absolutely prohibitive to their breeders.

The new Broadway Hotel, Chefco, which will be completed shortly, has been leased to a private company, the Chefco Hotels Co. The hotel is being installed with a central heating system, hot and cold water, up-to-date drainage and all the comforts of a modern foreign establishment in the East. It will also be managed by a foreigner, who has been specially engaged. Work is proceeding on the golf links which are being laid out in the vicinity.

The minutes of a meeting of the North Borneo Chamber of Commerce state that the Chairman suggested that, in view of the present trade conditions, the wages paid to Chinese women labourers was excessive, and that a rate of 50 cents per day would be a very fair rate of pay. It was decided to enquire whether Government would be willing to reduce the wages of Chinese women labourers in their employ. It was hoped that the commercial firms in Sandakan would fall in with this suggestion.

The pedicab—a Belgian invention—has made its appearance on the streets of Shanghai. It is described in the *V.C. Daily News* as "a simple mechanical machine—two wheels in a line, the forward one 26in. in diameter and the other, where the traction is applied, 18in. To the rear are two more 26in. rims upon the axle of which is set the body, swung on inverted elliptical, three-leaf, springs. The centre of gravity is thus very low. A detachable top is attached for summer or winter. Although the machine is constructed in two parts, the ricksha and bicycle, a very ingenious swivel joint is provided and a lock-pin is inserted into openings—to connect them—while the swivel allows for plenty of action interlarded. On either side of the pin have been placed springs, probably two inches wide and three inches long, which act as shock absorbers, so that the passenger gets none of the jolts that come to the puller, while the springs permit the coach to overcome the inertia of his own person before effort is required on the other part. The nine-and-a-half foot vehicle is easily controlled by the foot-brake, which reacts just as the usual bicycle brake does, but for emergencies still another brake is provided, by means of a lever just under the fingers gripping the handlebars, which, when applied, sets two elements in the grooves of the rim of the front wheel. On the other side of the handlebar is another lever which alters the gear of the transmission to make the coach's work easier over hills and upgrades."

The first extra race meeting of the season takes place this afternoon.

The President of the Chinese Republic is making an appeal for the creation of a National Library, to the cost of which he has promised a personal donation of \$50,000.

Judge Milton D. Purdy, who has been appointed to succeed Judge Lohingier as Judge of the United States Court for China is due to arrive in Shanghai on April 8th.

An outline of Mr. Robert Sutherland's scheme for the creation of a passenger depot in Hongkong, which we have received from the Chamber of Commerce is unavoidably held over owing to pressure upon our space to-day.

An advertisement has been inserted by the ex-Emperor Hsuan Tung for eight writers for the sole purpose of copying articles from the newspapers. Each of the employees is offered a salary of \$30 per month, and \$9 for food.

The vacancy in the American Consulate at Tientsin caused by the retirement of Mr. Stuart J. Fuller, who has gone into business, has been filled by Mr. Gauss, American Consul-General formerly stationed at Mukden. Mr. J. C. Huston, American Consul, who has been in charge of the Tientsin Consulate since the departure of Mr. Fuller, will go home on leave.

Those who have not already booked their seats for the Philharmonic Society's concert this evening should do so without further delay, as we are informed that the best seats are rapidly being taken up.

An attractively printed programme giving all the words of the various items will be on sale, and copies can be obtained, beforehand, if desired, from the Anderson Music Company, where the booking plan is still on view.

The concert is expected to finish at about 11.15 p.m., so there will be no danger of missing the last train, tram, or ferry.

The members of the Philharmonic Society have been working hard, and will thoroughly deserve the success which they are anticipating as a result of their efforts to provide the Colony with high-class and popular music, worthily rendered.

SATURDAY'S PHILHARMONIC CONCERT.

Those who have not already booked their seats for the Philharmonic Society's concert this evening should do so without further delay, as we are informed that the best seats are rapidly being taken up.

An attractively printed programme giving all the words of the various items will be on sale, and copies can be obtained, beforehand, if desired, from the Anderson Music Company, where the booking plan is still on view.

The concert is expected to finish at about 11.15 p.m., so there will be no danger of missing the last train, tram, or ferry.

The members of the Philharmonic Society have been working hard, and will thoroughly deserve the success which they are anticipating as a result of their efforts to provide the Colony with high-class and popular music, worthily rendered.

The members of the Philharmonic Society have been working hard, and will thoroughly deserve the success which they are anticipating

READY TO-DAY.

THE DIRECTORY AND CHRONICLE

CHINA, JAPAN, BRITISH MALAYA, INDO-CHINA, SIAM,
PHILIPPINES, NETHERLANDS INDIA, ETC.

FOR
1924

SIXTY-SECOND YEAR OF PUBLICATION.

IS NOW BEING ISSUED AND CONTAINS:
ALPHABETICAL LIST OF FOREIGN BUSINESSES, THEIR PERSONNEL AND AGENCIES.
CLASSIFIED BUSINESS DIRECTORY OF THE CHIEF TRADE CENTRES.
ALPHABETICAL LIST OF FOREIGN RESIDENTS IN THE FAR EAST.
GOVERNMENT AND OFFICIAL DEPARTMENTS.
UP-TO-DATE COLOURED MAPS OF THE PRINCIPAL PORTS IN THE FAR EAST.
DESCRIPTIVE AND STATISTICAL ACCOUNTS OF THE VARIOUS COUNTRIES AND
TRADE-CENTRES OF THE FAR EAST.
TRAFFIC, TARIFFS, STAMP DUTIES, BROKERAGE CHARGES, POSTAL GUIDE, ETC.
BRITISH, AMERICAN AND JAPANESE NAVIES AND COASTING VESSELS.

1,500 Pages

Complete Edition ... \$12 local currency
Abridged Edition ... \$8

AN "EXTREMELY USEFUL" BOOK.

Writing from Singapore, under date March 21st, 1922, Sir Godfrey Thomas, Private Secretary to H.R.H. the Prince of Wales, says:—

Sir,—I beg to acknowledge the receipt of your letter of the 23rd instant and am desired by the Prince of Wales to thank you for the copy of the 60th annual edition of "The Directory & Chronicle for China, Japan, the Straits Settlements, etc., etc.," which His Royal Highness has been pleased to accept, and which will be extremely useful during the remainder of the tour.

The Managing-Editor,
HONGKONG DAILY PRESS, LTD.,
HONGKONG.

Yours faithfully,
GODFREY THOMAS,
(Private Secretary.)

NO NEED TO SNOORE.

A French scientist is reported to have discovered after years of research a remedy for snoring. He finds that this objectionable performance is the result of a narrowing of the passages between the nose and the throat, and adds the corollary that the condition is more common in country dwellers.

It is remarkable that it should have been found necessary to broadcast such a finding after the propaganda work which has been undertaken during the past few years. But the idea still persists that snoring is a habit dependent upon want of control on the part of the performer.

Snoring is caused by the vibration of the soft palate when a sleeper lies with his mouth open. The open mouth is usually due to some form of nasal obstruction preventing ordinary quiet nasal breathing. The attention of the medical profession has been directed to the cure of such a condition for at least 30 years.

The closing of the nasal passages may be a temporary condition; for example, an ordinary cold, or of a more permanent nature where there is chronic catarrh, a twisting of the central portion of the nose occluding one nostril, hypertrophy of the bones in the inner nose, or, most common of all, blocking of the back of the nose by adenoid growths.

This interference with nasal breathing is more common than is generally supposed. About one child in every three suffers from nasal obstruction at some stage of its career.

But in this country there is little evidence to support the statement that mouth-breathing is the particular sin of the town dweller.

Arguing from first principles, it would seem that chronic catarrh would be more common among those who breathe air loaded with particles of dust, but analysis of the figures published in the reports of the chief medical officer to the Board of Education demonstrates that nasal obstruction is as common among country children as it is among those who grow up in towns.

Removal of the obstruction will bring about quiet sleep for the snorer in most cases, but cure effected during childhood will usually prevent the conditions from arising. Thorough cleansing of the nasal passages in infant days, early instruction in nose blowing, the abolition of the dummy teat and thumb sucking, which encourage breathing through the mouth, will prevent nature from closing passages for which no useful purpose has been found.

TOO EASY DIVORCES.

American divorces in Paris will no longer be simple affairs, as in the past (writes the *Daily Telegraph's* correspondent). When Americans wanted to get rid of their matrimonial yokes they repaired here in streams and found the freedom they sought with the minimum of trouble. The Paris Courts obtained an unenviable reputation for effecting lightning divorces, but French justice, far from being flattered, has found it necessary to overhaul the machinery which worked too freely in the interest of certain American society people. All is changed by the latest decree issued by the Minister of Justice. In future the French Courts will only grant divorces on grounds that are admissible by the home States of the applicants, and the judgments must be accompanied by the publicity of that State. As a result of the decree, forty American applications for divorce have been withdrawn since December. Last month there were forty-eight applications awaiting the signatures of judges. As showing the effect of the intention to insist on the six months' residence in Paris of applicants for divorce, it has to be noted that at the present moment there are only six American divorce applications pending. But probably more effective as a deterrent to quick divorces is a law which came into operation yesterday. This provides that in all cases of abandoning a family as grounds for divorce "the guilty defendant must be fined and given at least three months in gaol." In this connection it has to be stated that it is the experience of High Court officials that nine out of ten American divorces granted here have been on grounds of declining to resume marital relations, and this, under French law, constitutes technical abandonment.

NEWEST FLATS DE LUXE.

Before very long I believe nearly large West End house will be converted into flats.

This remarkable vision of a London of flat-dwellers was conjured up to the *Week-ly Dispatch* by Mr. G. W. Rutt, a director of Hampton and Sons, estate agents. It was the result of the announcement of the conversion of three houses in Carlton House-terrace into flats.

Carlton House-terrace is one of the most exclusive thoroughfares in London. Among the present tenants are: Lord Curzon, Lord Revelstoke, The Duke of Roxburghe, Viscount Cowdray, Lord Londale, Major J. J. Astor, Sir John Leigh, Sir Robert Haldiff, Sir Philip Waterlow, Lady Mount Stephen, Lady Herbert, Lady Curzon.

"It is all a question of economy," went on Mr. Rutt. "People are finding the expense of a large country house and a town residence too much. A good service flat caters for their every need, and when they want to entertain, they can do so at the hotels and save money."

The flats in Carlton House-terrace will be expensive, the cheapest being £1,000 a year, with a premium of £1,000. Larger flats will run into £2,000 a year with premiums varying from £1,000 to £5,000. At the moment Nos. 19 and 20 are in process of conversion, and it is possible that No. 8, sold recently by Lord Brownlow, will be treated likewise.

"Were it not for the fact that the terms of the lease prevent it, many well-known houses in fashionable London would already have been transformed into flats de luxe."

Much matrimonial locking can be avoided by separating the sleeping and dressing accommodation.—Mr. Percy F. Burnett.

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371

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"PARIS MARU" ... Wednesday, 9th Apr.

RIO DE JANEIRO, SANTOS & BUENOS AIRES—via Saigon, Singapore, Colombo, Durban and Capetown.

"CHICAGO MARU" ... Wednesday, 23rd Apr.

BOMBAY via Singapore and Colombo.

"BURMA MARU" ... Friday, 4th Apr.

"SHUNKO MARU" ... Wednesday, 15th Apr.

BANGKOK via SAIGON.

"KISHU MARU" ... Tuesday, 1st Apr.

CALCUTTA via Singapore & Rangoon.

"HAGUE MARU" (Calls at Penang) ... Thursday, 17th Apr.

VICTORIA, SEATTLE, TACOMA & VANCOUVER via Shanghai and Japan Ports.

"BORNEO MARU" ... 13th

"ANNAN MARU" ... 15th

"ALABAMA MARU" ... Sunday, 13th Apr.

NEW YORK via Japan Ports, San Francisco and Panama.

"HAWANA MARU" ... Beginning of May.

JAPAN PORTS—Mojji, Kobe, Osaka, Yokkaichi and Nagoya.

"ALPS MARU" ... Wednesday, 2nd Apr.

"ALABAMA MARU" ... Sunday, 13th Apr.

"ANDER MARU" ... Tuesday, 15th Apr.

KEELUNG via SWATOW & AMOY.

"AMAKUSA MARU" ... Sunday, 20th Mar., 11 a.m.

"KAIJO MARU" ... Sunday, 4th Apr., 11 a.m.

TAKAO via SWATOW & AMOY.

"KOTSU MARU" ... Thursday, 10th Apr.

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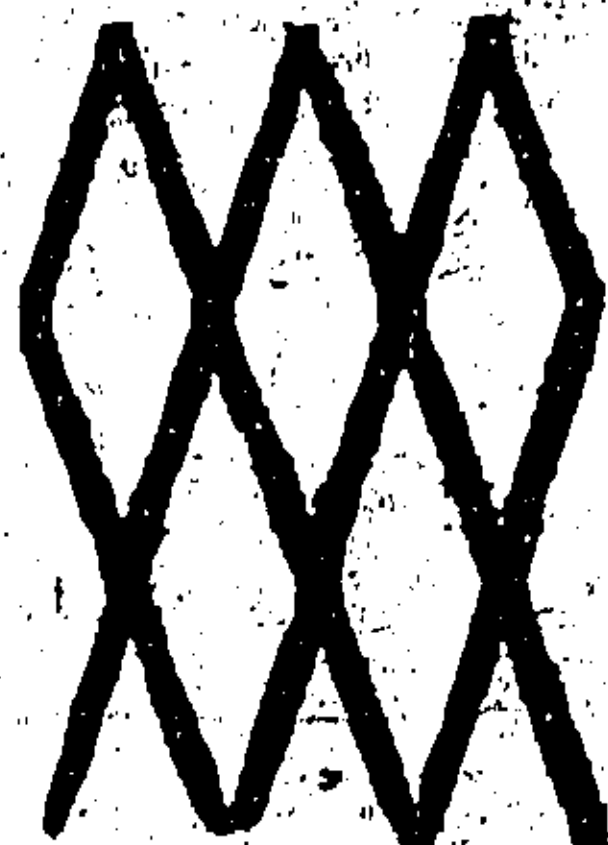
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THE LOG OF THE "CUTTY SARK."

HISTORIC FEATS AND QUAIN FACTS.

The *Cutty Sark*, famous the world over for her sailing feats as a tea and wool clipper, is now lying at Falmouth, the cynosure of many admiring eyes, being rigged according to her original sail and spar plan. This fact lends additional interest to the publication of "The Log of the *Cutty Sark*" by the well-known nautical author Mr. Basil Lubbock (James Brown & Son, Glasgow). Mr. Lubbock has written so much of the old clippers, and brought to bear on his subject so much experience and research, that he can be accepted as a recognized authority. In the compilation of this book he has had access not only to her log-books, but also the captain's abstracts, and the advantage of information received from those who served in her and on board her famed rivals.

BEAT P. & O. MAIL STEAMER.

One of the records of the *Cutty Sark* was beating the now P. & O. mail steamer *Britannia* in 1880. Capt. Woodget, the skipper, in his log, related:

We were rounding Gable Island to signal, when the P. & O. *Britannia* came inside of us, but we beat her into Sydney. The *Cutty Sark* ran from Cape Otway in 40 hours, or at the rate of 14½ knots per hour.

Britannia, it has to be remembered, was cock of the walk from London to Sydney. She was beaten in a strong southerly breeze, and *Cutty Sark* was then under mizzen top-sails, the sail on the main including only except the main-sail, which was furled, and all sail on the fore except the royal. *Britannia* was, at the time, steaming 15 knots, and *Cutty Sark*'s land bearings showed her to be making something in the region of 17 knots per hour.

Curiously enough, in the following year the *Cutty Sark* also beat the mail boat in the run from Cape Otway to Sydney Heads, which she made in the day 22 hours, or on an average of 14½ knots. Even in 1894, on her last voyage under the Red Ensign, I found an example of the *Cutty Sark* out-running a steamer.

The records of the clipper passing other sailing ships are "so monotonously the same," and during Capt. Woodget's command there were only two instances of another ship passing *Willis's* clipper:

(1) When the *Cutty Sark* bound to Shanghai, was loaded very deep with scrap iron, one of Smith's smart little craft, flying light, passed her in the little air of the Java Sea.

(2) On her last homeward bound voyage, also in a very light wind, when her copper was "hanging all in rags," the *Torridon*, which was nothing like so fast in any wind, gained six miles in as many hours.

SKIPPER AFRID OF HER SPEED.

There are entertaining instances from eye-witnesses of the way the *Cutty Sark* passed other vessels. John Rennie, designer of her sail plan, stated:

So far as available printed records go, show, at the time she was built, there was no ocean-going vessel afloat, steam or sail, either in the mercantile or naval services, which could keep abreast of her in a good, strong, steady breeze of wind.

Like a woman this old greyhound had her moods, her days of sweet reasonableness, and her days of bad temper and sulks. Again, she has her likes and dislikes, being responsive to every action of one man, whilst to another she will prove as obstinate as a jibbing horse.

One or two of her skippers, the author states, were afraid of her—afraid to let her go in head winds. Her two most fearless drivers were Wallace and Woodget, who both realized her extraordinary capacity to stand hard driving, and boldly took every advantage of it. Woodget, indeed, never gave in to all his ten years of command, and he once stated, "The *Cutty Sark* was a wonderful runner; she was never pooped and kept wonderfully dry aft. I always ran everything out." In the rearing forties, he added, he was accustomed to go about in capstern shippers, and rarely got wet feet. She was only dismantled once under the British flag, and that was due to the carelessness of her mate. She was going along close-hauled in the rearing forties, when the wind shifted on to the quarter. It was night time, and Capt. Woodget was below. Within a fortnight of her dismantling she made a run of 313 miles, under a main-sail and fore lower topsail, and a week later ran 330 miles before a moderate southerly gale.

LOST THREE RUDDERS.

The *Cutty Sark* has lost three rudders. (1) Off the Cape, in her celebrated race with *Thermopylae*.

(2) Under the Portuguese flag during a West Indian hurricane, a new one being fitted at Key West in 1909.

(3) Carried away on June 10th, 1915, when four days out from Lisbon for Mosmedes, which she reached under jury rudder.

In her racing days she spread as much canvas as a 1,500-ton ship (her tonnage was 621), but she was so fine that she required 400 tons of ballast to keep her upright with an empty hold, and when this was neglected once in London Docks, she went over, putting her yards through the freight sheds. As to her cargoes, she must have carried every product of the British Isles at one time or another, from pianos to lead pipes, coarse soda to Portland cement, wire to cart wheels, cottons and tweeds to hops and matches.

Her tea cargoes averaged about 1,250,000 lbs., and her largest cargoes of wool were 4,076 bales (in 1891), loaded in eight working days, a record, which gave her a draft of 10ft. 8in. mean and 5,010 bales. This latter cargo worked out at just over two million lbs., and it was worth about 2100,000. Her freight came to 25,000.

The *Cutty Sark* made some magnificent passages up and down the Channel, once taking only 24 hours from Start Point to the anchorage off Southend Pier, and, when 25 years old, she was so staunch that on some voyages the pumps never wanted to be used, and the cargo would come up without a stain upon the bales.

NOW SHE OOT UP NIX.

The *Cutty Sark*'s present figurehead is always being photographed at Falmouth, but it is not her original one. Her name is taken from Burns's "Tam o' Shanter."

Where'er to drink you are inclined,
Or *Cutty Sark* run in your mind—
Think, you may buy the joys over dear;
Remember Tam o' Shanter's mare.

Cutty Sark was the short chum of the hardy witch, Nannie. She carried a guided shirt on her mainmast, and her story was skillfully carved upon her bow and counter, and Nannie, with flying locks and scanty chemise, formed the figure-head. When the *Cutty Sark* was in port it was the custom to get a long horse's tail, and put it in Nannie's hands in order to represent the old mare's tail. The golden shirt, presented after her defeat of *Thermopylae* in 1883, was still aloft when the *Cutty Sark* was in port. Some day, perhaps, it may be washed ashore on the Cape Coast, when it will certainly mystify those who find it. All these, only a few of some thousands of fascinating and dramatic details collected about the historic clipper, and as there are 80 illustrations, the book's value and interest are of the highest.

A WASTE OF GOOD FOOD.

In many countries during the Great War, it was made a criminal offence to waste food. War or no war, no right-minded individual ever does wilfully waste good food, but a great many of us do waste it, in spite of ourselves.

Any of the food we eat, which is not thoroughly digested and assimilated, is wasted, and this waste occurs whenever our principal organs of digestion—the stomach, liver and bowels—lose their tone, and with it the power to do their work efficiently.

The immediate consequences often include pain after eating, flatulence, acidity, headache, biliousness, constipation and other disagreeable signs that our digestive system is out of order. Later, just because we are not obtaining full value from the food we have eaten, we begin to lose our strength and energy.

All that is necessary to banish these troubles and prevent their return, is to restore the digestive organs to thorough, natural, working order, and for this purpose no medicine is so sure or so well recommended as the world-famed and reliable digestive tonic, Mother Seigel's Syrup. For over fifty years this medicine has been the tried and true friend of all who suffer from stomach and liver troubles. This popular remedy is derived from the medicinal extracts of more than ten different roots, barks and herbs, which in combination have a remarkably beneficial effect upon the digestive organs.

Mother Seigel's Syrup tones and strengthens the stomach, stimulates the liver, and restores the bowels to healthy activity, thereby ensuring, in a natural way, complete digestion and assimilation of food. Appetite improves, food is again eaten and enjoyed, and you wake up in the morning feeling fresh and ready for your work.

In every part of the British Empire, Mother Seigel's Syrup is regularly taken and recommended by those who know its sterling worth, and have experienced for themselves what benefits are derived from its use. Thousands of such people take a dose of the Syrup regularly, after each of the principal meals of the day, and they say they owe to this simple precaution their freedom from indigestion, their energy and good health.

There are certain imitations of Mother Seigel's Syrup upon the market, but no imitation possesses the remedial value which has made the Syrup for fifty years the most popular remedy for indigestion in the world.

—R. 284

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATION.			
MANILA	"SUITSANG"	28th Mar., 11 a.m.
TIENTSIN	"CHIPSANG"	29th Mar., Noon.
SHANGHAI via SWATOW	"YATSHANG"	30th Mar., 1 a.m.
HAIPHONG via HOIHOW	"LEESANG"	30th Mar., 10 a.m.
BANGKOK via SWATOW	"HOPSANG"	1st Apr., 10 a.m.
TSINGTAI via SWATOW
SHANGHAI	"WOSANG"	Wednesday, 2nd Apr., 7 a.m.
SANDAKAN	"HINSANG"	Wednesday, 2nd Apr., 1 p.m.
STRAITS & CALCUTTA	"FOOKSANG"	Wednesday, 2nd Apr., 3 p.m.
SHANGHAI via SWATOW	"FAUSANG"	Friday, 4th Apr., 7 a.m.
MANILA	"YUENSANG"	Saturday, 5th Apr., 11 a.m.
SHANGHAI via SWATOW	"WAISHING"	Sunday, 6th Apr., 7 a.m.
KOBE via SHANGHAI	"KUTSANG"	Wednesday, 8th Apr., 7 a.m.
KOBE via MOJI	"LAISANG"	Friday, 18th Apr., 7 a.m.
KOBE via SHANGHAI	"HOSANG"	Friday, 25th Apr., 7 a.m.

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

SHANGHAI LINE.—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Saturday, at 11 a.m.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoihow both ways.

BORNEO LINE.—Fortnightly sailings to and from Sandakan by two 5,000-ton steamers, "HINSANG" and "MAUSANG," both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Lipman, Tawau and Lahad Datu.

TIENTSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, occasionally calling at Weihaiwei and Chefoo.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok via Swatow by five steamers fitted with up-to-date passenger accommodation.

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S.S. "FOOKSANG" will be despatched on or about

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Vessel	Due Hongkong	Vessel	Leaves Hongkong	Discharge
"GLENSEANE" (10 a.m.)	23rd Mar.	"PEMBROKESHIRE"	2nd Apr.	London, Rotterdam & Hamburg.
"GLENGARRY"	17th Apr.	"GLENGLASS"	15th Apr.	London, Rotterdam & Hamburg.
"GLENAMOY"	4th May	"GLENGLASS"	22nd Apr.	Genoa, London, Rotterdam & Hamburg.
"GLENAPP"	15th May			

Movements are subject to change without notice.

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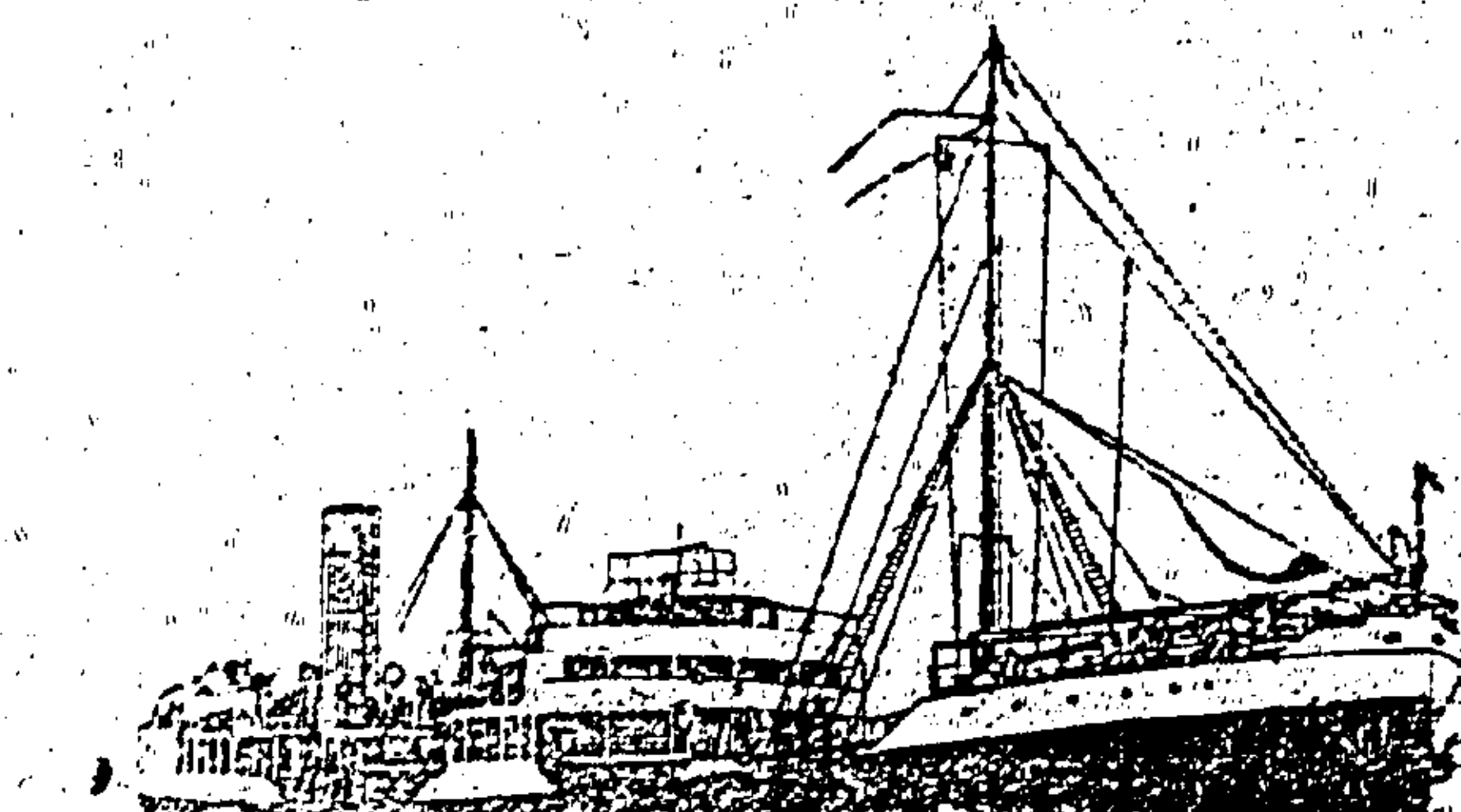
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SHIPPING NEWS

ARRIVALS.

March 27th.
Bundong Maru, Japanese str., 2,530 tons, Capt. K. Yasui, from Balikpapan, with a general cargo, lying at buoy No. 42—N.Y.K.
Captain Perry, French str., 3,000 tons, Capt. C. Pélissier, from Saigon, with a general cargo, lying at buoy No. 42—M.M.
Kanchoo, British str., 1,222 tons, Capt. H. P. Carver, from Shanghai and Amoy, with a general cargo, lying at buoy No. 42—B. & S.
Kong Ping, Chinese str., from Canton, lying at buoy No. 123.
Luchan, British str., from Canton, lying at buoy No. 123.
New Malabar, British str., from Canton, lying at buoy No. 123.
Peking Maru, Japanese str., 1,660 tons, Capt. N. Nakahara, from Hankow and Swatow, with a general cargo, lying at buoy No. 123—N.Y.K.
Takemaru, Dutch str., 3,015 tons, Capt. F. E. C. Van Scherpenburg, from Shanghai, with a general cargo, lying at buoy No. 123.
March 28th.
Chingping, British str., from Canton, lying at buoy No. 123.
City of York, British str., 5,023 tons, Capt. Donald Morrison, from Shanghai, with a general cargo, lying at buoy No. 123.
Hanyang, British str., 1,245 tons, Capt. J. S. Thompson, from Saigon, with rice, lying at buoy No. 123—Yuen Shing Fat.
Hop Sang, British str., 1,350 tons, Capt. N. W. Cap. Carlucci, from Bangkok and Swatow, with a general cargo, lying at buoy No. 123—J. M. & Co.
Morocco Maru, Japanese str., 2,490 tons, Capt. N. Sudo, from Dairen, with a general cargo, lying at buoy No. 123—N.Y.K.
Naxos, Greek str., 3,014 tons, Capt. P. Gens, from Batavia and Balikpapan, with sugar, lying at buoy No. 123—J.C.C.I.

CLEARANCES.

March 28th.
Captain Perry, French str., from Saigon.
Chingping, British str., from Canton.
City of York, British str., from Shanghai.
Hanyang, British str., from Saigon.
Hop Sang, British str., from Bangkok and Swatow.
Kanchoo, British str., from Canton.
Luchan, British str., from Canton.
New Malabar, British str., from Canton.
Peking Maru, Japanese str., from Hankow and Swatow.
Takemaru, Dutch str., from Shanghai.

VESSELS EXPECTED.

March 29th.
Amoy, Chinese str., from Canton, due today.
Bundong Maru, Japanese str., from Balikpapan, due today.
Captain Perry, French str., from Saigon, due today.
Kanchoo, British str., from Canton, due today.
Kong Ping, Chinese str., from Canton, due today.
Luchan, British str., from Canton, due today.
New Malabar, British str., from Canton, due today.
Peking Maru, Japanese str., from Hankow and Swatow, due today.
Takemaru, Dutch str., from Shanghai, due today.

CHURCH SERVICES.

St. John's Cathedral. Sunday, March 30th.
 Morning Service at 10 a.m.
 Holy Communion at 11 a.m.
 Evensong at 6 p.m.
 The Band of the East Surrey Regiment (by kind of the Officer Commanding) will play at the Evening Service, beginning at 7.55.
 The following is the Musical programme:
 1.—Overture: Sun and Stranger (McLellan).
 2.—Stabat Mater (Solo and Chorus) (Lord, how tender are Thy mercies).
 Russian Stabat Mater (Chorus) (Rossini).
 Union Church (Kennedy Road).—Sunday Services, March 30th.
 Morning Service at 10 a.m.
 Morning Service at 11 a.m.
 Address by Rev. J. Horace Johnston, M.A., Secretary of the Society.
 Evening Service at 6 p.m.
 Preacher, Rev. J. Horace Johnston, M.A.
 First Church of Christ Scientist, MacDonnell Road (below Bowen Road Tram Station).—Sunday, 11.15 a.m. Wed. 5.45 p.m. [192]

SHIPPING MOVEMENTS.

The R.M.S. *Empress of Russia* will leave here for Victoria and Vancouver, B.C., via Shanghai, Nagasaki, Kobe and Yokohama, at noon on April 3rd.
 The P. & O. Co.'s s.s. *Jeppore* left Shimodere, for this port on the 25th inst., at 1 p.m., and is due here on the 31st inst. (Monday) at about 6 p.m.
 The U.M.S. *Empress of Russia* arrived at Manila on March 25th at 11 a.m., leaves Manila today at 5 p.m., and is due at Hongkong on March 31st at 6 a.m. (Monday).

A wireless message has been received that the s.s. *Albert Taylor* will arrive this (Saturday) morning at 8-9 o'clock.
 The s.s. *Adolf von Hugel* (Hugo Stinnes) from Europe is due here on or about April 15th.
 The O.S.K. s.s. *Alps Maru* left Singapore on March 25th and will arrive here on April 2nd.

WEATHER REPORT.

March 28th at 10.05—Pressure has decreased slightly at Chio, and from Hongkong to Indochina. It is generally stationary at other reporting stations.
 Fresh monsoon may be expected along the coast and moderate monsoon over the N. China Sea.
 Hongkong rainfall for the 24 hours ending at 18 hours, 28th March, 0.60 inch. Total since January 1st, 5.99 inches, against an average of 5.57 inches.
 The forecast for the 24 hours ending at 18 hours, Mar. 29th is as follows:—
 District: FORECAST.
 Formosa Channel: N.E. winds, fresh.
 Hongkong to Cap. Hook: "Insolent, generally overcast, some drizzle or mist."
 South coast of China between Hongkong and Lamock: do.
 South coast of China between Hongkong and Hainan: do.

S.S. "CAPITAINE FAURE"

SERVICES CONTRACTUELS DES
 "MESSAGERIES MARITIMES."

NOTICE.

CONSIGNEES of Cargo from LONDON, MANCHESTER, ANTWERP, etc., in connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong-Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing.
 Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, requesting it to be loaded here.
 Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after the 2nd April, 1924, at Noon, will be subject to rent and landing charges.
 All claims must be sent in to me on or before the 7th April, 1924, or they will not be recognized.
 All damaged packages will be examined on Wednesday, the 2nd April, 1924, at 10 a.m., by Messrs. Goddard & Douglas.
 No Fire Insurance has been effected.
 R. RODENFUSER,
 Acting Agent.
 Hongkong, 27th March, 1924. [563]

S.S. "ANGKOR"

SERVICES CONTRACTUELS DES
 "MESSAGERIES MARITIMES."

NOTICE.

CONSIGNEES of Cargo from MARSEILLE, L.S., etc., in connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong-Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing.
 Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after the 31st instant, at Noon, will be subject to rent and landing charges.
 All claims must be sent in to me on or before the 4th April, 1924, or they will not be recognized.
 All damaged packages will be examined on Saturday, the 29th instant, at 10 a.m., by Messrs. Goddard & Douglas.
 No Fire Insurance has been effected.
 R. RODENFUSER,
 Acting Agent.
 Hongkong, 24th March, 1924. [551]

CANADIAN PACIFIC

HOME VIA CANADA

Hongkong to England
 via Shanghai, Nagasaki, Kobe, Yokohama, Vancouver, Montreal & Quebec.
 From Hongkong to Vancouver: Empress Russia Apr. 3, Apr. 21, Montreal May 2, May 9; Empress Australia Apr. 18, May 7, Melita May 14, May 21; Empress Canada Apr. 18, May 21, Montreal May 30, June 6; Empress Asia May 8, May 26, Empress Scotland June 4, June 11; Empress Russia May 29, June 16, Minnedosa June 25, July 2.
 Via Honolulu.
 Other Atlantic Sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg.
 Allotment of Cabins on Atlantic Steamers held here and through tickets issued.
 Early reservation necessary.
 Three Trans-continental Trains Daily.
 Standard Sleeping Cars, Compartments and Drawing Rooms.
 Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

"CANADIAN PACIFIC THROUGHOUT"

HONGKONG-MANILA SERVICE.					
From Hongkong	Manila	Empress Russia	From Manila	Hongkong	Empress Russia
March 26	March 25	March 29	March 29	March 31	March 31
April 30	April 29	April 3	April 3	April 7	April 7
May 21	May 20	May 24	May 24	May 28	May 28
June 25	June 24	June 27	June 27	June 30	June 30

T. K. K.

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 HONGKONG TO SAN FRANCISCO
 VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND HONOLULU.
 STEAMERS
 KOREA MARU 20,000 tons, Apr. 8th, 1924.
 SHINYO MARU 22,000 tons, Apr. 23rd (from Shanghai).
 SHIBUKAWA MARU 20,000 tons, May 5th, 1924.
 TAIYO MARU 22,000 tons, May 19th to Kobe Direct.
 TENYO MARU 22,000 tons, May 28th.
 HONGKONG TO VALPARAISO
 VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, MANZANILLO, BALBOA, CALLAO, MOLLEND, ARICA AND IQUIQUE.
 THENCE BY TRANS-ANDIAN ROUTE TO BUENOS AIRES.
 STEAMERS
 ANYO MARU 18,700 tons, April 24th.
 SEIYO MARU 14,000 tons, June 10th.
 Through Bills of Lading issued to all United States Overland Points, also via Panama Canal Lines to Atlantic Ports.
 For full information regarding Passengers, Freight and Sailings, Apply to:—
 Agents at Canton: Messrs. T. E. GRIFFITH.
 Y. TSUTSUMI, Manager, King Building, Tel. No. C. 2374 & 2375.

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 "PRESIDENT MCKINLEY" Mar. 31st, 8 a.m.
 "PRESIDENT JACKSON" Apr. 10th.
 "PRESIDENT JEFFERSON" Apr. 22nd.
 "PRESIDENT GRANT" May 4th.
 "PRESIDENT MADISON" May 16th.

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 "PRESIDENT GRANT" Apr. 27th.

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 S.S. "PRESIDENT LINCOLN" Apr. 8th, at 6 p.m.
 S.S. "PRESIDENT CLEVELAND" May 7th, at 6 p.m.

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S.S. "PRESIDENT LINCOLN" Mar. 30th, at 12 Noon.
 S.S. "PRESIDENT CLEVELAND" Apr. 27th, at Noon.

HONGKONG-CALCUTTA

FREIGHT ONLY
 CALCUTTA via SINGAPORE, PENANG & RANGOON.
 S.S. "LAKE FAULK" April 2nd, 1924, at 5 p.m.

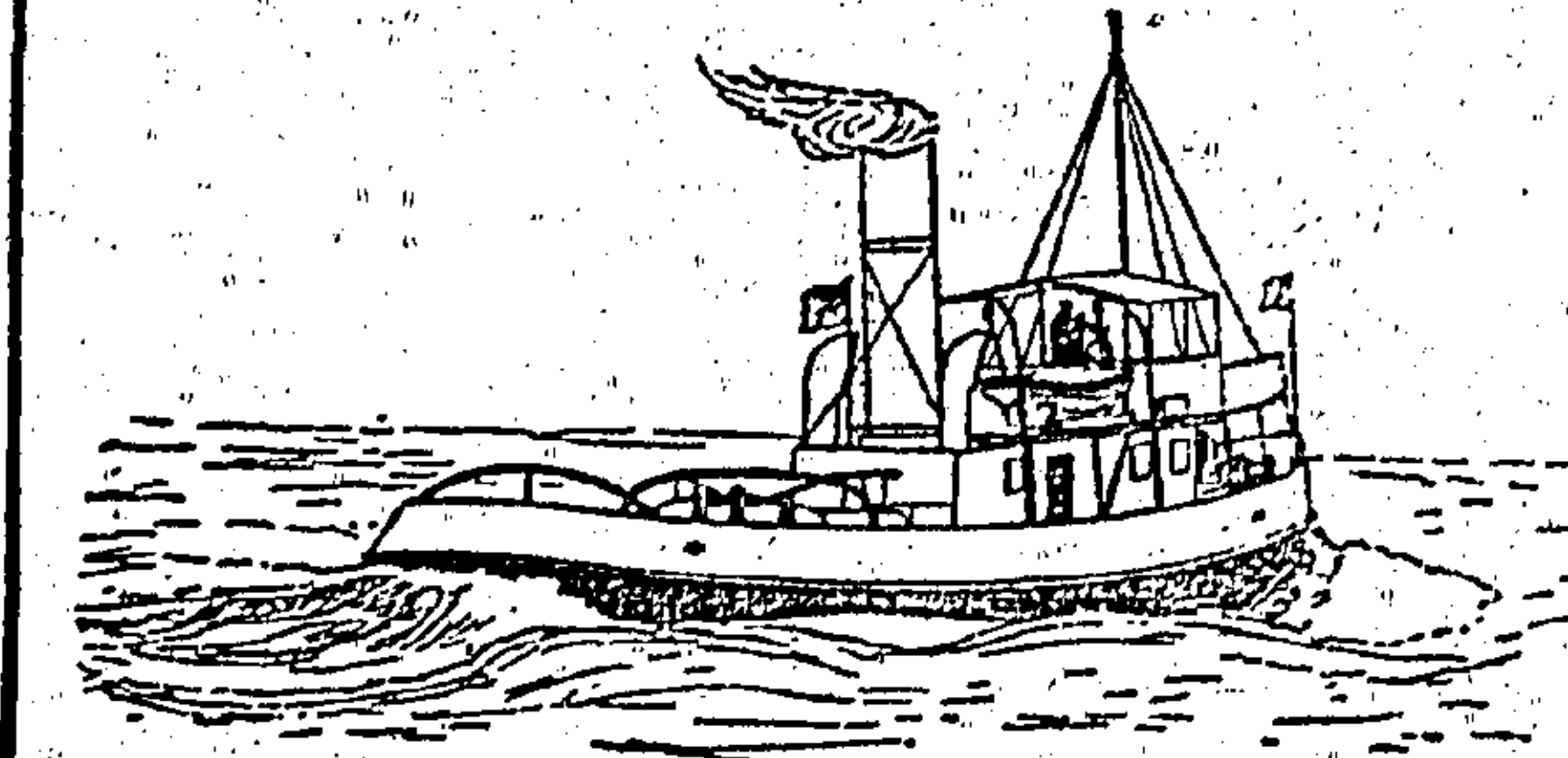
For Full Information regarding Rates, Space, etc., Apply to—
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 Cable Address: Tel. Central 141, Canton Agents: "SOLANO" 3322. HOLYOAK MASSEY & CO., LTD.

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 Through passage rate to Europe via America G.5405, G.5420, G.5440.
 KAGA MARU Thursday, 17th Apr. at 11 a.m.
 IYO MARU Thursday, 17th Apr. at 11 a.m.
 MARSEILLES, LONDON & ANTWERP via Singapore, &c.
 HARUNA MARU Wednesday, 9th Apr. at 11 a.m.
 KAMO MARU Sunday, 27th Apr. at 11 p.m.
 HAMBURG via LONDON & ROTTERDAM.
 LIVERPOOL via MARSEILLES & VALENCIA.
 TSUBO MARU Thursday, 17th Apr.
 SYDNEY & MELBOURNE via Manila, &c.
 YOSHINO MARU Friday, 19th Apr. at 11 a.m.
 AKI MARU Wednesday, 14th May, at 11 a.m.
 NEW YORK & BOSTON via PANAMA.
 TSUYAMA MARU Thursday, 8th Apr.
 TOBA MARU Sunday, 4th May.
 BUENOS AIRES via Singapore, Durban & Cape Town.
 KANAGAWA MARU Tuesday, 8th May.
 BOMBAY via Singapore & Colombo.
 SADO MARU Thursday, 10th Apr.
 MALACCA MARU End of Apr.
 CALCUTTA via Singapore, Penang & Rangoon.
 AWA MARU Sunday, 30th Mar.
 NAGANO MARU Friday, 4th Apr.
 NAGASAKI, KOBE & YOKOHAMA.
 AKI MARU Friday, 11th Apr.
 SHANGHAI, KOBE & YOKOHAMA.
 HOKODATE MARU Sunday, 30th Mar.
 ATSUTA MARU Thursday, 10th Apr.
 KASHIMA MARU Tuesday, 22nd Apr.
 For further information, apply to—
 NIPPON YUSEN KAISHA.
 Telephone: Central Nos. 292, 293 & 2422. Y. YAMAMOTO, Manager.

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"CITY OF YORK" 29th March Mars. L'don, Dunkirk & R'dam.
 "CITY OF CAIRO" 18th April Mars. L'don, R'dam, & Hamburg

PASSENGER SERVICE

"CITY OF YORK" 29th March Mars. L'don, Dunkirk & R'dam.
 "CITY OF CAIRO" 18th April Mars. L'don, R'dam, & Hamburg

FARES TO LONDON.

1st Class "A" ... 2 92. "B" ... 2 84. 2nd Class "A" ... 2 52. "B" ... 2 56.
 RETURN "A" ... 161. "B" ... 147. "A" ... 108. "B" ... 98.
 Cargo Steamers, Saloon Passage £62.

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"CITY OF BRISTOL" ... via Suez Canal ... 1st Apr.
 "ATREUS" ... via Suez Canal ... 11th Apr.
 "KNARESBRO" ... via Suez Canal ... 21st Apr.
 "KEEMUN" ... via Suez Canal ... 1st May.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

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MESSAGERIES MARITIMES

M.

SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	For Arr. at Hongkong and Sailing for Shanghai and Japan.	Proposed Sailing from Hongkong for Marseilles.
PORTHOS	—	—	30th Mar.
AMAZONE	—	—	13th Apr.
ANGERO	—	—	27th Apr.
CHAMBERD	—	—	11th May
PAUL LEVAT	—	—	18th May
ANDRE LEBON	—	—	25th May

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(Including Table Wine and Free Doctor's Attendance).

A Class (1st Class) ... 65. 0s. 0d. B Class (1st Class) ... 53. 0s. 0d.
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Through Tickets to London and Leaving Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

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"DR. P. BENOIT" leaving for MARSEILLES, HAVRE, ANTWERP

& DUNKIRK about the 2nd half of April.

"CAPITAINE FAURE" from DUNKIRK, LONDON & HAVRE is due to arrive

about the 27th of March.

Sailings subject to alteration without notice.

For full Particulars apply to—

MESSAGERIES MARITIMES CO.,

1, Quai de Commerce, S. Quentin's Building.
Telephone Central 740.

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REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms, Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOCHOW

AND RETURN

(Occupying 9 or 10 Days)

HAIPHONG ... Capt. W. S. Turnbull ... Tuesday, 1st Apr. at 1 p.m.
 HAICHING ... Capt. A. H. Stewart ... Friday, 4th Apr. at 1 p.m.
 HAIPHONG ... Capt. Ellis Walker ... Tuesday, 8th Apr. at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake's Pier).

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PENINSULAR AND ORIENTAL FORTNIGHTLY

DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"PERIM"	7,648	29th Mar. Noon	Singapore & Bombay.
"JEFFREY"	5,318	3rd Apr.	Spore, Penang, Colombo & B'way.
"KHYBER"	9,014	10th Apr.	Marselles, London & Antwerp.
"LAFORE"	5,232	11th Apr.	Singapore & Bombay.
"PADUA"	7,907	13th Apr.	Spore, Penang, Colombo & B'way.
"NELLORE"	5,553	17th Apr.	Mars. L'don, A'werp & R'dam.
"CHINA"	7,932	19th Apr.	Marselles, London & Antwerp.
"SUDDAN"	6,696	26th Apr.	Spore, Penang, Colombo & B'way.
"KALYAN"	9,118	3rd May	Marselles, London & Antwerp.
"PLASSY"	7,426	17th May	do.
"KASHMIR"	8,993	21st May	Spore, Penang, Colombo & B'way.
"SICILIA"	8,813	23rd May	Mars. L'don, A'werp & R'dam.
"KHIVA"	9,097	31st May	do.
"KASGAR"	8,810	14th June	Spore, Penang, Colombo & B'way.
"SUDDAN"	6,696	21st June	Mars. L'don, A'werp & R'dam.
"MOREA"	10,911	28th June	do.
"KARMALA"	9,098	12th July	Spore, Penang, Colombo & B'way.
"SICILIA"	8,813	21st July	Mars. L'don, A'werp & R'dam.
"MALWA"	10,911	28th July	do.
"DEVANHA"	8,032	9th Aug.	do.
"MANTUA"	10,902	16th Aug.	do.
"KHYBER"	9,014	6th Sept.	do.
"KAISAR-I-HIND"	11,430	20th Sept.	do.
"KASHMIR"	8,993	4th Oct.	do.

BRITISH INDIA-APCAR SAILINGS

S.S.	Tons	From Hongkong (about)	Destination
"TORILLA"	5,205	5th April	Singapore, Penang, Colombo.
"PALMA"	10,000	13th April	do.
"JAPAN"	6,052	29th April	do.
"TAKADA"	8,948	25th May	do.

EASTERN AND AUSTRALIAN SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"ARAFURA"	6,000	2nd Apr. 10 a.m.	Medla, Sandata, Thursday
"ST. ALBANS"	4,500	20th Apr.	Island, Portsville, Brisbane,
"MASTERY"	4,900	28th May	Sydney & Melbourne.

Frequent connections from Australia with the following—
 The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vanuatu,
 The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
 The P. & O. Branch Service of Steamers to London via the Cape.
 The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

S.S.	Tons	From Hongkong (about)	Destination
"SUDDAN"	6,696	4th Apr.	Shanghai.
"KASHMIR"	8,993	5th Apr.	Shanghai, Moji & Kobe.
"ST. ALBANS"	4,500	5th Apr.	Moji & Kobe.
"GOGNA"	5,151	7th Apr.	Shanghai.
"PLASSY"	7,426	18th Apr.	Shanghai, Moji & Kobe.
"KHIVA"	9,097	2nd May	Shanghai.
"EASTERN"	4,900	3rd May	Moji & Kobe.
"TAKADA"	8,948	5th May	do.
"SICILIA"	8,813	13th May	Shanghai.
"KASGAR"	8,810	18th May	Shanghai, Moji & Kobe.
"TORILLA"	5,205	30th May	Moji & Kobe.
"MOREA"	10,911	30th May	Shanghai, Moji & Kobe.
"ARAFURA"	6,000	7th June	Moji & Kobe.
"SUDDAN"	6,696	11th June	Shanghai.
"KARMALA"	9,098	13th June	Shanghai, Moji & Kobe.
"MALWA"	10,911	27th June	do.
"ST. ALBANS"	4,500	5th July	Moji & Kobe.
"SICILIA"	8,813	10th July	Shanghai.
"DEVANHA"	8,032	11th July	Shanghai, Moji & Kobe.
"MANTUA"	10,902	23rd July	do.
"EASTERN"	4,900	2nd Aug.	Moji & Kobe.
"KHYBER"	9,014	8th Aug.	Shanghai, Moji & Kobe.
"KAISAR-I-HIND"	11,430	22nd Aug.	do.
"KASHMIR"	8,993	7th Sept.	Moji & Kobe.
"ARAFURA"	6,000	7th Sept.	Shanghai, Moji & Kobe.
"MOREA"	10,911	19th Sept.	do.
"KASGAR"	8,810	3rd Oct.	Moji & Kobe.
"ST. ALBANS"	4,500	4th Oct.	Moji & Kobe.
"MALWA"	10,911	18th Oct.	Shanghai, Moji & Kobe.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must delay their own Hotel expenses at Singapore while

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First Saloon Passengers may travel by B.I.S.N. Company's Steamers between Singa-

pore and Calcutta or Singapore and Madras in lieu of the section in their P. & O. Tickets.

Singapore to Colombo.

All Classes are fitted with Electric Fans free of charge.

Parcels Measuring not more than 2 1/2 ft. x 2 1/2 ft. x 1 ft. will be received at the Company's

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Agents.

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Spanish Royal Mail Line

For MANILA, SINGAPORE, COLOMBO, SUEZ, PORTSAID,

BARCELONA and other SPANISH PORTS.

S.S. "LEGAZPI" ... 2nd Apr.

S.S. "C. LOPEZ Y LOPEZ" ... 17th May.

For SHANGHAI AND JAPAN PORTS.

S.S. "C. LOPEZ Y LOPEZ" ... 28th Apr.

The steamers of this Company are all classed 100 A1 at Lloyd's and are fitted
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 Stewards and Doctor carried.

O. D. BARRETTO.

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For Freight and/or passage apply to—

BOELHO BROS.

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PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast

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For BOSTON

and

NEW YORK



S.S. "MOORISH PRINCE" ... expected 31st March, sailing 1st April.

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Telephone: Central 313.

Telegrams (Furness)

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St. George's Building

CHINA NAVIGATION CO.,
LIMITED.

SAILINGS, SUBJECT TO ALTERATIONS.

Port	Steamers	Date of Departure	D.L.
SHANGHAI	"SUNNING"	On 30th Mar.	D.L.
SWATOW & SHANGHAI	"HANYANG"	On 30th Mar.	10 a.m.
AMOY & SHANGHAI	"SUNYANG"	On 1st Apr.	3 p.m.
SWATOW & BANGKOK	"KALGAN"	On 1st Apr.	4 p.m.
AMOY, SWATOW & SINGAPORE	"TAIYANG"	On 1st Apr.	4 p.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"HUIYANG"	On 1st Apr.	4 p.m.
SWATOW & SINGAPORE	"SOOCHOW"	On 2nd Apr.	D.L.
SWATOW & SHANGHAI	"KWEIYANG"	On 2nd Apr.	2 p.m.
SWATOW & SHANGHAI	"KANGHONG"	On 3rd Apr.	10 a.m.
SHANGHAI & TIENTSIN	"LIANGHONG"	On 5th Apr.	D.L.
SHANGHAI	"SZECHUEN"	On 6th Apr.	D.L.
SWATOW & SHANGHAI	"TIENTSIN"	On 6th Apr.	10 a.m.
HOIHOW & BANGKOK	"TEAN"	On 6th Apr.	10 a.m.
AMOY & SHANGHAI	"CHILLI"	On 8th Apr.	D.L.
HOIHOW, FAKHOI & HAIPHONG	"YUNNAN"	On 8th Apr.	10 a.m.

SHANGHAI LINE—Excellent Saloon accommodation amidships, with Electric
 Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai,
 leaving Hongkong Sundays (via Swatow and extending to Fookow), Tuesdays (via Amoy),
 Thursdays (via Swatow) and Saturdays (direct extending to Tientsin). Cargo taken on
 through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai
 do not require to tranship at Wocung.

BANGKOK LINE—Regular weekly service leaving Hongkong Tuesdays to and
 from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for
 passengers, with double and single berth cabins.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE.

Telephone Central 38.

CARGO AND PASSAGE CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS, SUBJECT TO ALTERATION

Steamer	Arr. Hongkong from Australia	Leave Hongkong for Moji, Kobe, Osaka & Yokohama
"KUT"	5th April	8th April

This steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply
 of Ice Fresh Provisions, etc., and has superior accommodation. Electric Light throughout
 and Electric Fans in the State Rooms. A fully qualified Doctor is carried. Reduced Fares
 Cargo looked through to all Australian, New Zealand and Tasmanian Ports.

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Agents.

DODWELL & CO., LTD.

NEW YORK BERTH.

FOR NEW YORK AND BOSTON via SUEZ.

S.S. "DAORE CASTLE" ... Sails on or about 6th May.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR
BRINDISI, VENICE AND TRIESTI (PIUMI).TAKING CARGO ON THROUGH BILLS OF LADING TO
GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND
DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE.

£66.

NEXT SAILINGS.

OUTWARD FOR YOKOHAMA, KOBE AND MOJI.

S.S.	Destination	Sails about
"NUMIDIA"	Yokohama, Kobe, Moji	4th April
"PIUMI"	Yokohama, Kobe, Moji	5th April
"AUSIA"	Yokohama, Kobe, Moji	1st May
"DUCHESSA D'AOSTA"	Yokohama, Kobe, Moji	2nd May
"SILVIO PELLICO"	Yokohama, Kobe, Moji	1st June
"NIPPON"	Yokohama, Kobe, Moji	3rd June
"ROSANDRA"	Yokohama, Kobe, Moji	3rd July

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S.	Destination	Sails about
"VENEZIA"	Yokohama, Kobe, Moji	7th April
"PIUMI"	Yokohama, Kobe, Moji	3rd May
"AUSIA"	Yokohama, Kobe, Moji	6th May
"DUCHESSA D'AOSTA"	Yokohama, Kobe, Moji	4th June
"SILVIO PELLICO"	Yokohama, Kobe, Moji	7th June
"NIPPON"	Yokohama, Kobe, Moji	4th July
"ROSANDRA"	Yokohama, Kobe, Moji	8th July

NATAL LINE OF STEAMERS.

FOR CALCUTTA COLOMBO TO SOUTH AFRICAN PORTS.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

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Agents.

STRUTHERS & BARRY

OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE.

FOR SAN FRANCISCO AND LOS ANGELES

POST OFFICE NOTICE.

INWARD MAILS.

FROM	PER	DATE
U.S.A. JAPAN AND SHANGHAI...	Pres. Lincoln	29th Mar.
Europe via Nagasaki (Letters only)	Liango	29th Mar.
London, 23th Feb.	Glenshaw	29th Mar.
U.S.A. CANADA JAPAN AND SHANGHAI	Pres. Jackson	30th Mar.
JAPAN	Arifura	30th Mar.
SHANGHAI	Cable	30th Mar.
Europe via Nagasaki (papers only)	Ehema	30th Mar.
London, 23th Feb.	Jaypore	31st Mar.
JAPAN	Sachuan	31st Mar.
SHANGHAI	Pres. Adams	31st Mar.
U.S.A. JAPAN & SHANGHAI	Honey	1st April
SEALTS	St. Adams	4th April
AUSTRALIA & MANILA	Ki	4th April
AUSTRALIA & MANILA		

OUTWARD MAILS.

FOR	PER	DATE
Amoy	Japan	Saturday, 29th, 8.00 A.M.
Manila	Singapore	10.00 A.M.
Bombay via Singapore	Perin	10.30 A.M.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt and Europe via MARSEILLES—due Marseilles 29th April.	City of York	Registration 10.45 A.M. Letters 11.30 A.M.
Java via Batavia	Tikembang	3.00 P.M.
Manila, Singapore, Colombo, Suez & Paris only for Germany via Hamburg	Albert Vogler	3.00 P.M.
Shanghai	Resolute	4.30 P.M.
Fort Bayard, Hothow, Pakhoi & Haiphong	Hanoi	5.00 P.M.
Shanghai, Japan, Canada, U.S.A., Central and South America, and Europe via VICTORIA, R.C.—due Victoria, B.C., 15th April.	Pres. McKinley	Parcels 29th, 30th, Registration 9.00 A.M. Letters 9.00 A.M.
Hothow and Haiphong	Leasing	Sunday, 30th, 8.30 A.M.
Java via Batavia	Macassar Maru	8.30 A.M.
Singapore, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt and Europe via Marseilles—due Marseilles 30th April.	Portos	Registration 9.00 A.M. Letters 9.00 A.M.
Swatow, Amoy and Formosa	Amakusa Maru	9.00 A.M.
Manila	Pres. Lincoln	9.00 A.M.
Shanghai and Japan	Glenshaw	9.00 A.M.
Japan	Bundong Maru	Monday, 31st, 10.30 A.M.
Straits & Suez	Meriones	2.30 P.M.
Swatow	Hydrangea	3.30 P.M.
Shanghai	Singapore	5.00 P.M.
Swatow and Bangkok	Hopang	Tuesday, 1st, 8.30 A.M.
Swatow, Amoy and Poochow	Haifong	Nona
Manila	Pres. Jackson	2.30 P.M.
Swatow and Bangkok	Kailan	1.00 P.M.
Wei Hei Wei	Huichow	2.30 P.M.
Amoy	Taming	5.00 P.M.
Swatow	Wang	5.00 P.M.
Shanghai	Soochow	5.00 P.M.
Manila, Sandakan, Australia & New Zealand via Thursday Island—due Thursday Island, 15th April.	Arifura	Parcels Wednesday, 2nd, 8.00 A.M. Registration 8.30 A.M.
Straits and Calcutta	Pookang	Wednesday, 2nd, 1.00 P.M.

*Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

LONDON SERVICE

"MERIONES"	31st MAR.	Havre, London & Rotterdam
"TROILUS"	7th APR.	London, Hull, Rotterdam & Hamburg
"GLAUCUS"	14th APR.	London, Rotterdam & Hamburg
"GLAUDON"	22nd APR.	Marseilles, London & Rotterdam

LIVERPOOL SERVICE

"PERSEUS"	1st APR.	Marseilles, Havre, Liverpool & Glasgow
"ALCINOUS"	20th APR.	Glasgow, Marseilles, Liverpool & Glasgow
"LEUCER"	1st MAY	Marseilles, Havre, Liverpool & Glasgow

PACIFIC SERVICE

"PHILOCTETES"	9th APR.	Victoria, Seattle & Vancouver
"TYNDAROS"	6th MAY	

NEW YORK SERVICE

"ATREUS"	11th APR.	via Suez and Boston
"KEEMUN"	1st MAY	via Suez and Boston
"OANFA"	21st MAY	via Suez and Boston

PASSENGER SERVICE

"SARPEDON"	22nd APRIL	for Singapore, Marseilles & London
"PATROCLUS"	19th MAY	for Singapore, Marseilles & London
"MENTOR"	16th JUNE	for Singapore & London
"ANOHISES"	14th JULY	for Singapore, Marseilles & London
"SARPEDON"	13th SEPT.	for Singapore, Marseilles & London

FOR FREIGHT, PASSAGE RATES AND ALL INFORMATION APPLY TO BUTTERFIELD & SWIRE AGENTS.

THE NEW FRENCH REMEDY
THERAPION NO. 1
THERAPION NO. 2
THERAPION NO. 3
No. 1 for Stomach, No. 2 for Blood & Skin
THERAPION NO. 3 for General Weakness
Largest Chemical Works in England, 24, Dr. Williams' Med. Co., New York, N.Y., U.S.A. London, 10, Tottenham Court Road, W.1.
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ON SALE.

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With Index, Price \$7.50.
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THE CHINESE MERCHANTS BANK, LTD.
司公限有行銀商華
HEAD OFFICE
Alexandra Buildings, Chater Road.

GENERAL Banking and Exchange business transacted.
Loans granted on approved securities.
Current Accounts opened and Fixed Deposits received at rates which may be ascertained on application.
The Bank also conducts a Savings Department.
K. C. LAU, Chief Manager.

COMMERCIAL.
OPENING QUOTATIONS.

23th March, 1924.

ON LONDON—	
Telegraphic Transfer	3/4
Bank Bills, on demand	3/4 5/16
Bank Bills, at 30 days sight	3/4
Bank Bills, at 4 months sight	3/4
Credits, at 4 months sight	3/5
Documentary Bills, 4 months sight	2/5
ON PARIS—	
Bank Bills, on demand	930
Credits, 4 months sight	1030
ON NEW YORK—	
Bank Bills, on demand	60 1/2
Credits, at 30 days sight	52
ON BOMBAY—	
Telegraphic Transfer	163 1/2
Bank Bills, on demand	163 1/2
ON CALCUTTA—	
Telegraphic Transfer	163 1/2
Bank Bills, on demand	163 1/2
ON SHANGHAI—	
Bank Bills, at sight	nom.
Private, 30 days sight	130 1/2
ON YOKOHAMA—	
On demand	101
ON MANILA—	
On demand	101
ON SINGAPORE—	
On demand	101
ON BATAVIA—	
On demand	nom.
ON HONGKONG—	
On demand	75 1/2
SOVEREIGN, Bank's Buying rate	3 1/2
GOLD LEAF, 100 fine, per tola	60.20
SILVER, per oz.	3 1/2

HONGKONG AND SHANGHAI BANKING CORPORATION.

Head Office: Hongkong.
Authorized Capital ... \$50,000,000
Issued and Fully Paid-up ... \$30,000,000
Reserve Funds—
Sinking ... \$4,500,000
Silver ... \$1,500,000
Reserve Liability of Proprietors \$30,000,000

Court of Directors:
D. G. M. BERNARD, Esq.—Chairman.
W. I. Patterson, Esq.—Deputy Chairman.
A. H. Compton, Esq.
G. T. M. Edkins, Esq.
Hon. Mr. P. H. Holyoak
A. O. Lang, Esq.
J. A. Plummer, Esq.
J. P. Warren, Esq.
N. L. Watson, Esq.
H. E. White, Esq.

Chief Manager:
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Manager: Hongkong—A. H. BARKER, Esq.
Manager: Shanghai—G. H. STUBBS, Esq.

LONDON BANKERS:
WESTMINSTER BANK, LTD.

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.
Hongkong, 21st March, 1924. [37]

HONGKONG SAVINGS BANK.

THE business of this Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed on the Minimum Monthly Balances at 2 1/2 per cent. per annum.
For the HONGKONG & SHANGHAI BANKING CORPORATION,
A. G. STEPHEN,
Chief Manager.
Hongkong, 14th November, 1923. [38]

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter, 1853
HEAD OFFICE—LONDON.

Paid-up Capital ... £2,000,000
Reserve Fund ... £2,800,000
Reserve Liability of Proprietors ... £2,000,000

FOREIGN EXCHANGE and General Banking business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.
A. H. FERGUSON,
Manager.
Hongkong, May 8th, 1922. [31]

THE BANK OF TAIWAN, LIMITED.

(TAIWAN GENCO.)
Incorporated by Special Imperial Charter, 1892.

Capital Subscribed ... Yen 60,000,000
Capital (Paid-up) ... Yen 62,500,000
Reserve Funds ... Yen 12,990,000

HEAD OFFICE—TAIPEH, FORMOSA.

BRANCHES:
JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moji, Kagi, Kure, Kashi, Keelung, Makung, Nanto, Pusan, Shinchun, Taichu, Tainan, Takao, Tamai, Tohoku, Ato.
CHINA—Shanghai, Hankow, Kiating, Amoy, Foochow, Swatow, Canton, Others—Hongkong, Bangkok, Singapore, Soerabaya, Samarang, Batavia, Bombay, London, New York.

LONDON BANKERS:
LONDON COUNTRIES WESTMINSTER AND PARK'S BANK.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tientsin, Japan, Indo-China, Siam, India, Philippine Islands, Java and other Dutch Indies, Australia, America, &c.
Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.
S. KONDOH, Manager.
HONGKONG BRANCH,
4, Des Vaux Road,
Hongkong, 15th September, 1923.

THE MERCANTILE BANK OF INDIA, LIMITED.

HEAD OFFICE:
15, Gracechurch Street, London, E.C. 3.

Authorized Capital ... £20,000,000
Subscribed Capital ... £18,000,000
Paid-up Capital ... £16,000,000
Reserve Fund ... £1,350,000

BANKERS:
THE BANK OF ENGLAND

MIDLAND BANK, LTD.

BRANCHES:
Bangkok, Calcutta, Kuala Lumpur, Rangoon, Batavia, Hongkong, Madras, Shanghai, Bombay, Howrah, New York, Simla, Calcutta, Kanpur, Penang, Singapore, Colombo, Karachi, Port Louis, Sourabaya, Delhi, Kota Bharu (Malay).

HONGKONG BRANCH:

Every description of Banking and Exchange business transacted.
INTEREST allowed on Current Accounts to 3 per cent. per annum on Daily Balances and on Fixed Deposits at rates that may be ascertained on application.
N. C. WILSON,
Manager.

7, Queen's Road Central,
Hongkong, February 11th, 1924. [39]

BANQUE DE L'INDO-CHINE, PARIS.

Head Office: 88, Boulevard Haussmann, Paris.

Subscribed Capital ... Frs. 75,000,000
Paid-up Capital ... Frs. 68,400,000
Reserve Fund ... Frs. 5,500,000

BRANCHES:

Bangkok, Hongkong, Saigon, Batavia, Mentone, Shanghai, Canton, Nanking, Singapore, Djibouti, Papeete, Tientsin, Haiphong, Peking, Yunnan, Hankow, Foon Sheeh, Pondicherry, Hanoi.

IN FRANCE: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et des Pays-Bas; Crédit Industriel et Commercial; Société Générale.

IN LONDON: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Crédit Lyonnais.

IN NEW YORK: J. P. Morgan and Co.; French-American Banking Corporation; Guaranty Trust Co.; etc.

Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.
Every description of Banking and Exchange business transacted.
A. LECOT, Manager.
Hongkong, 20th March, 1924. [32]

THACKERAY KNEW!

IN "THE VIRGINIANS" HE WROTE.

"There's no sweeter Tobacco comes from Virginia and no better brand than the 'Three Castles'"

"Three Castles"
The Cigarette with the Pedigree

Sold by all High-Class Tobacconists.

This advertisement is issued by the British-American Tobacco Co. (China) Ltd.

NEDERLANDSCHE HANDEL MAATSCHAPPIJ.

(Netherlands Trading Society.)
BANK.

Established 1894.
Hongkong Branch established 1905.

Authorized Capital Guilder 150,000,000
Paid-up Capital ... 80,000,000
Reserve Fund ... 19,789,180
Special Reserves ... 22,550,000
(£1,838,330)

Head Office—AMSTERDAM.

Eastern Head Office—BATAVIA.

BRANCHES:—Batavia, Bandoeng, Bombay, Calcutta, Cherbon, Djember, Djokjakarta, The Hague, Kobe, Kota-Batja, Makassar, Medan, Padang, Palembang, Pecalongan, Penang, Pontianak, Rangoon, Rotterdam, Samarang, Shanghai, Singapore, Soerabaya, Soerakarta (Solo), Tegal, Tientsin and Weltevreden.

LONDON BANKERS:—THE NETHERLAND PROVINCIAL AND UNION BANK OF ENGLAND, LTD.

Correspondents all over the World.

BANKING BUSINESS OF EVERY DESCRIPTION.

J. J. STAARGAARD,
Acting Agent

THE BANK OF CHINA.

行銀國中

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)
Authorized Capital ... \$30,000,000
Paid-up Capital ... 18,778,808.94
Reserve Funds ... 5,629,428.94

HEAD OFFICE:—PEKING.

HONGKONG BRANCH:—J. Queen's Road Central.

Branches and sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.

London Bankers:—The National Provincial and Union Bank of England, Ltd.

The Guaranty Trust Co. of New York.
New York Bankers:—The Irving National Bank.

The Equitable Trust Co., New York.
Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.
Loans granted on approved securities.
Special facilities for Home Exchanges.
E. W. HAYAMA, Manager.
Hongkong, September 22nd, 1921. [30]

Printed and Published by HENRY ADOLPHUS CLARKE, at the Hongkong Daily Press, Ltd., at 1A, Chater Road, Victoria, Hongkong.
Office: 121, Fleet Street, E.C. 4.